NAVAL TERMS and DEFINITIONS

SOULE

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NAVAL TERMS AND DEFINITIONS

By

CAPT. C. C. SOULE

U. S. Navy

THIS BOOK has been designed especially for men preparing for careers at sea—to explain the new words and terms that they must master during their training. It describes fully, and in plain English the meaning of terms in seamanship, navigation, weather, signaling, rope and tackle, and all other practical skills and activities of the sea. Many years of the most widespread use has proved the value of this book for instant reference by men training for the U.S. Navy, U.S. Coast Guard, the Maritime Service, etc.

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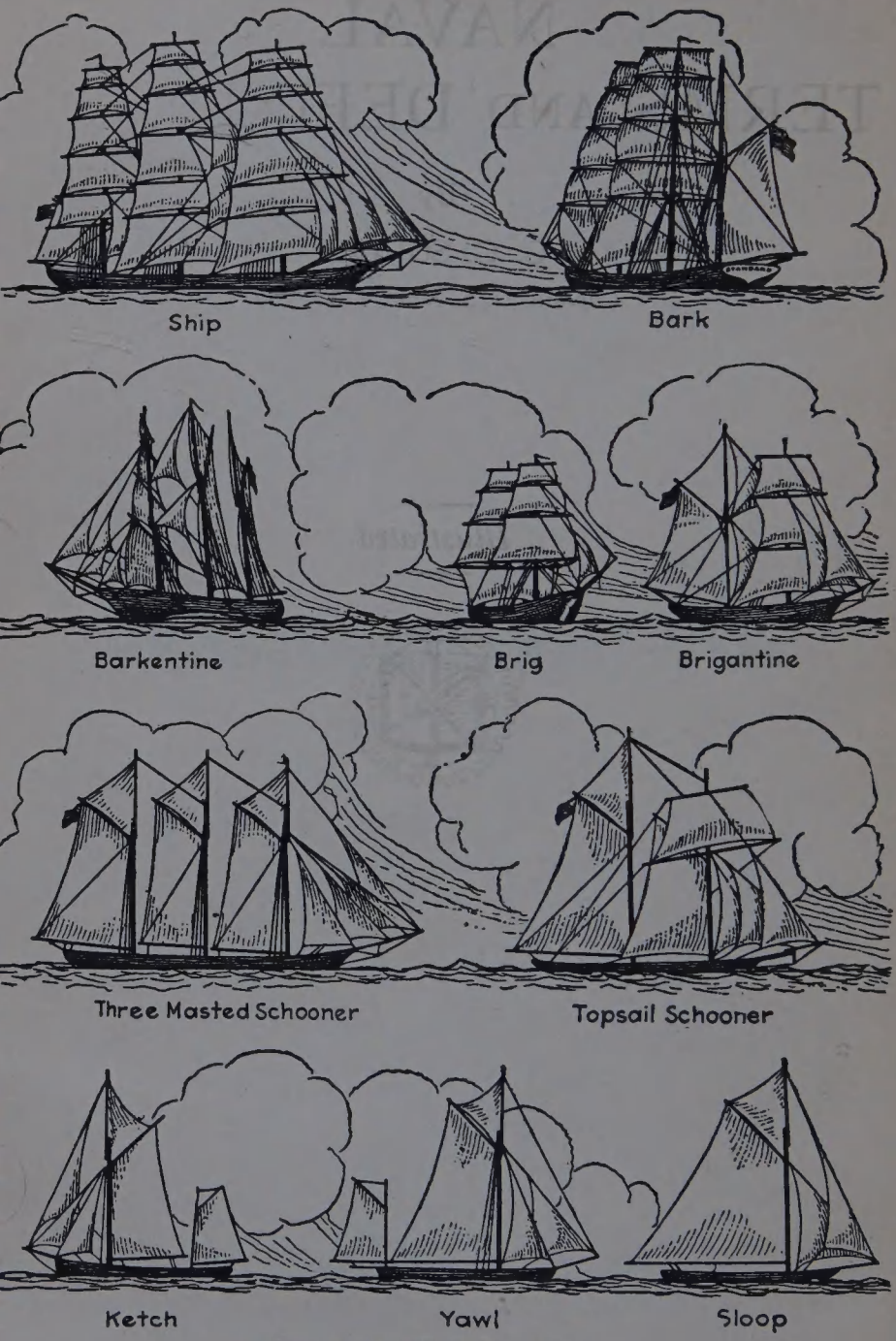

SAILING VESSEL RIGS

NAVAL TERMS AND DEFINITIONS

By

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Illustrated

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PREFACE

This little book has been prepared especially for the use of Midshipmen at the Naval Academy in the belief that the language of the sea is threatened with extinction through disuse and misuse, and that it is in the early days of his training that a Naval Officer should acquire a nautical vocabulary, so that it will be second nature for him to give his orders properly and correctly.

The author lays no claim to originality in this work, but has endeavored to include modern nautical terms, eliminating practically all terms applied to square-rigged sailing vessels, and confining the terms to Seamanship and to general terms in those subjects closely related thereto.

The illustrations which have been included in the new edition are from Knight's " Modern Seamanship," Riesenberg's " Standard Seamanship for the Merchant Service," The Boy Scouts of America's " Seascout Manual," and Patterson's " Nautical Encyclopedia," permission to use this material having been very kindly granted.

CHARLES C. SOULE,
Commander, U. S. N.

U. S. Naval Academy,
Annapolis, Md.,
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CHAPTER 1

TYPES

A. MEN-OF-WAR

Aircraft Carrier. A ship designed for the exclusive and specific purpose of carrying aircraft; it is so constructed that aircraft can be launched therefrom and landed thereon.

Armored Cruiser. A cruiser protected by moderately heavy armor, armed with heavy guns and with weight of armor and armament sacrificed to a certain extent in order to obtain speed; similar to a pre-dreadnaught battleship but with lighter armor and armament and greater speed.

Auxiliary. A vessel auxiliary to the fightng fleet and including transports, supply ships, hospital ships, fuel ships, and special types such as ammunition ships, repair ships, etc.

Battle Cruiser. An armored cruiser similar to a dreadnaught battleship, with all big guns and no intermediate battery, armor heavier than an armored cruiser but lighter than a dreadnaught, and with very high speed and large displacement.

Battleship. A large vessel capable of steaming on the high seas, protected by heavy armor and carrying a heavy armament, including some guns of large caliber; termed pre-dreadnaught, dreadnaught, or super-dreadnaught.

Capital Ship. A vessel not including aircraft carriers, whose displacement exceeds 10,000 tons, or which carries a gun of a caliber exceeding eight inches.

Cruiser. A vessel of good speed and long steaming radius, high freeboard, light armor, and numerous intermediate or secondary battery guns; in the U. S. Navy divided into cruisers and light cruisers.

Destroyer. A vessel whose main offensive armament is the torpedo; with high speed, a few guns for defense, and capable of keeping the sea, tonnage from 350 to 2,400; in the U. S. Navy with a usual displacement of from 1,000 to 1,200 tons.

Dreadnaught. A term applied to a single caliber big-gun battleship, with a main battery of guns of 11 inches or more, no intermediate battery, a secondary battery from 3 to 6 inch caliber and a speed of at least 18 knots.

Fighting Ship. A vessel designed to carry armament for offensive or defensive warfare.

Fuel Ship. An auxiliary vessel designed to carry a cargo of coal or fuel oil.

Gunboat. A light patrol vessel, unarmored and unprotected, for use in shallow waters.

Light Cruiser. A type of cruiser of especially designed high speed and with a light armored deck.

Minelayer. A vessel designed to lay mines; in the U. S. Navy light mine layers are converted destroyers.

Minesweeper. A small light draft auxiliary vessel designed and equipped to sweep mine fields.

Monitor. A heavily armored, very low freeboard, light draft vessel, of low speed and carrying two or more guns of the largest caliber.

Patrol Vessel. A type of vessel including in the U. S. Navy, Eagles, Submarine chasers, gunboats, and converted yachts, utilized for patrol or blockade duty.

Pre-Dreadnaught. A term applied to a battleship of mixed caliber guns and of a displacement not over 16,000 tons; the main battery is 8 inch or above, intermediate battery, 4 to 7 inch, and secondary battery of small guns less than 4 inch.

Repair Ship. An auxiliary vessel designed and equipped to accompany the fleet and effect repairs; it may be termed a floating workshop.

Submarine. A vessel designed to run either on the water or submerged with an offensive armament of torpedoes and small caliber guns.

Super-Dreadnaught. A term applied to a battleship mounting more than 10 big guns in the main battery, or with a displacement of 25,000 tons or more. The term is rather indefinite.

Supply Ship. An auxiliary vessel designed and equipped to carry supplies and to accompany the fleet.

Torpedo Boat. A small torpedo vessel for harbor defense.

Train. All the non-combatant vessels accompanying the fleet.

Transport. A vessel designed and equipped to transport troops.

B. AIRCRAFT

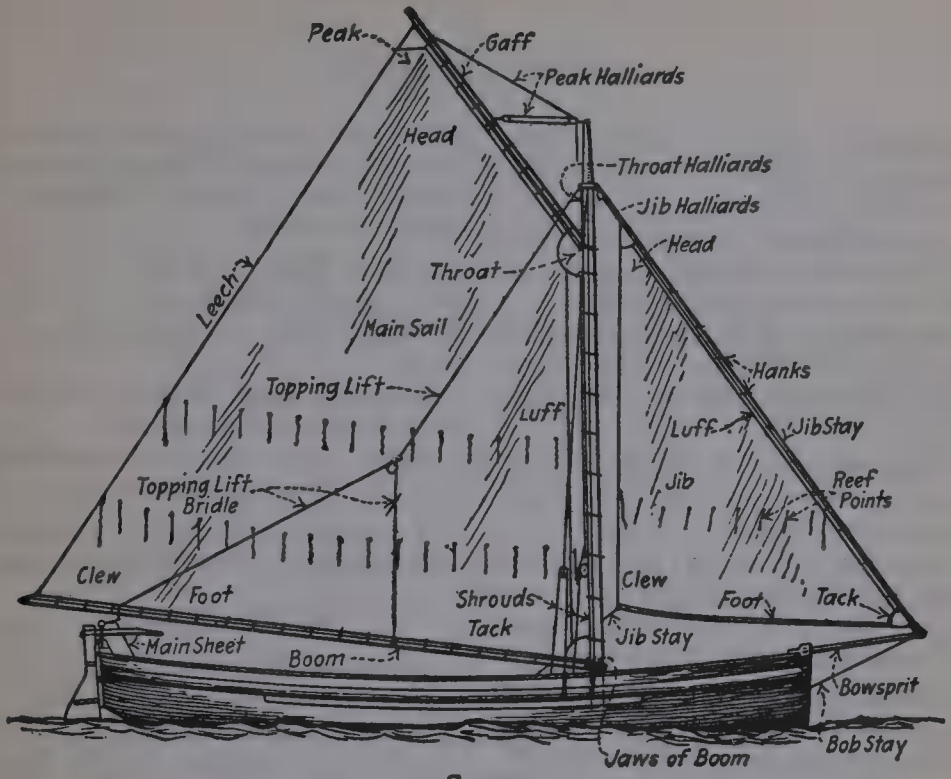
Aerostat. An aircraft whose support is chiefly due to buoyancy, its interior being occupied in the main by one or more bags or cells filled with a gas lighter than the surrounding air; same as lighter than air craft.

Airplane. A mechanically driven aircraft heavier than air, fitted with fixed wings, and supported by the dynamical action of the air.

Airship. An aerostat provided with a propelling system and with means of controlling the direction of motion; if its power is not operating, it acts like a balloon.

Amphibian. An airplane designed to rise from and alight on either land or water.

Balloon. An aerostat the form of which is maintained by the pressure of a contained gas lighter than the surrounding air, and which has neither power plant nor means of controlling the direction of flight in a horizonal plane.



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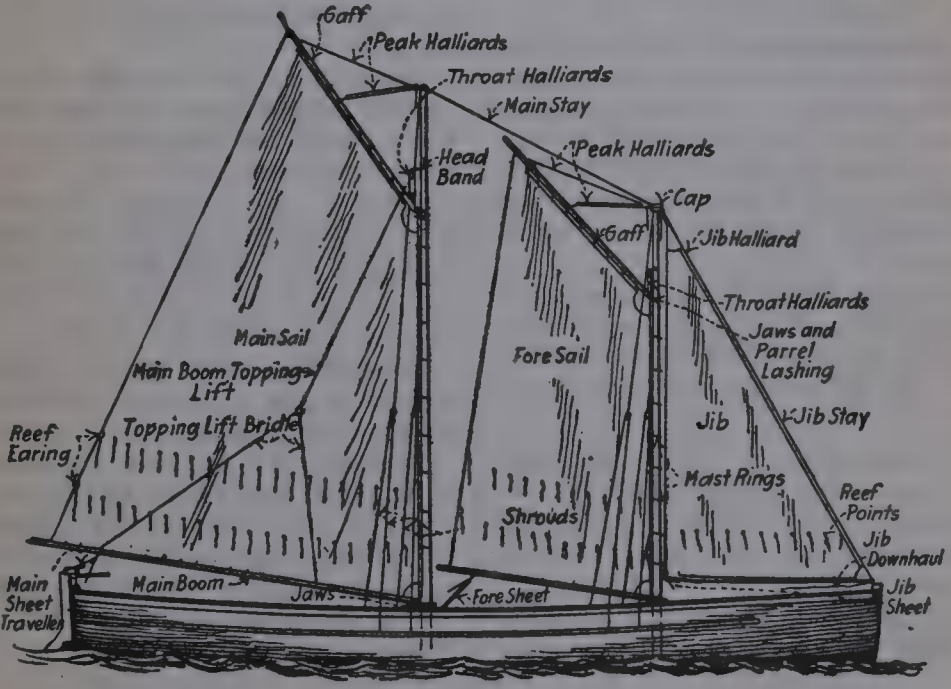


SCHOONER

SERVICE TYPE BOATS

Barrage Balloon. A small captive balloon, used to support wires or nets which are intended as a protection against attacks by airplanes.

Biplane. An airplane with two main supporting surfaces, placed one above another.

Boat Seaplane. A form of seaplane having for its central portion a hull or boat which provides flotation in addition to serving as a fuselage; it is often provided with auxiliary floats or pontoons for lateral support on the water.

Captive Balloon. A balloon restrained from free flight by means of a cable attaching it to the earth.

Float Seaplane. A form of seaplane fitted with one or more floats or pontoons instead of a hull.

Flying Boat. Same as Boat Seaplane.

Free Balloon. A balloon usually spherical, whose ascent and descent may be controlled by use of ballast or with a loss of the contained gas, and whose direction of flight is determined by the wind.

Glider. A form of aircraft similar to an airplane, but without a power plant.

Helicopter. A form of aircraft heavier than air whose chief support in the air is derived from the vertical thrust of propellers.

Kite. A structure heavier than air, without other propelling means than the towline pull, the support being derived from the wind moving past its surfaces.

Kite Balloon. An elongated form of captive baloon, fitted with lobes to keep it headed into the wind, and usually deriving increased lift due to its axis being inclined to the wind.

Landplane. An airplane designed to rise from and alight on land.

Monoplane. An airplane which has but one main supporting surface, sometimes divided into two parts by the fuselage.

Multiplane. An airplane with two or more main supporting surfaces, placed one above the other.

Non-rigid Airship. An airship whose form is maintained by the internal pressure in the gas bags and ballonets.

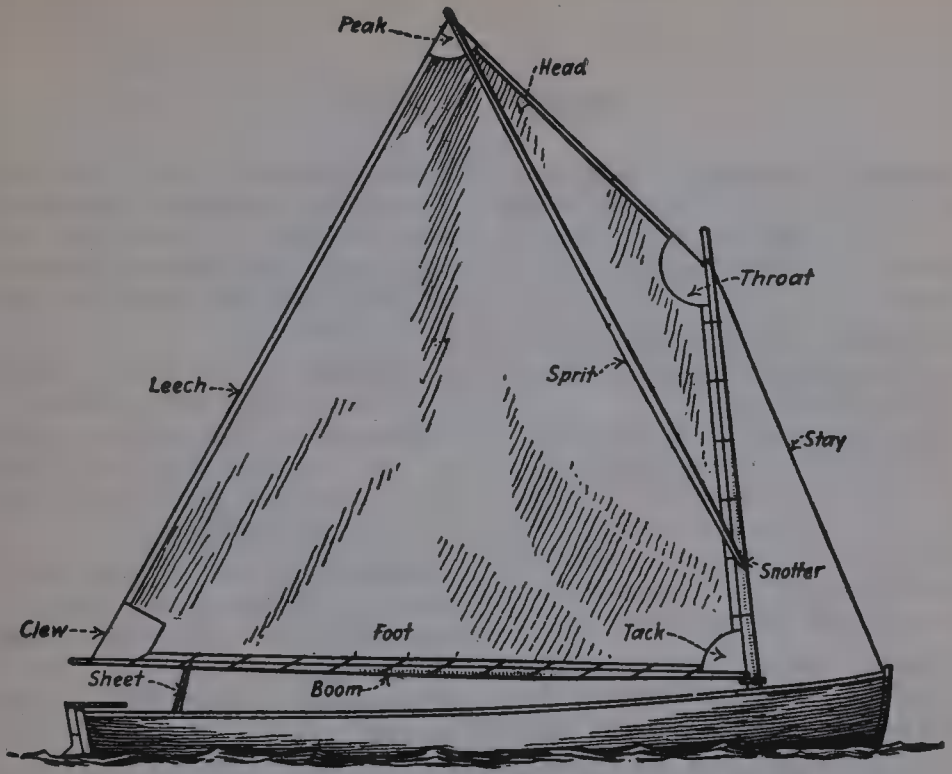
Nurse Balloon. A small balloon made of heavy fabric, employed as a portable means for storing gas.

Ornithopter. A form of aircraft heavier than air deriving its chief support and propelling force from flapping wings.

Parachute. An apparatus used to retard the descent of a falling body by offering resistance to its motion through the air; usually made of light fabric, so that it may be packed in a small space in such a manner that it will readily unfold when released with a falling body attached.

Pilot Balloon. A small balloon sent up to show the direction and speed of the wind.

Pusher. An airplane with the propeller or propellers in the rear of the main supporting surfaces.



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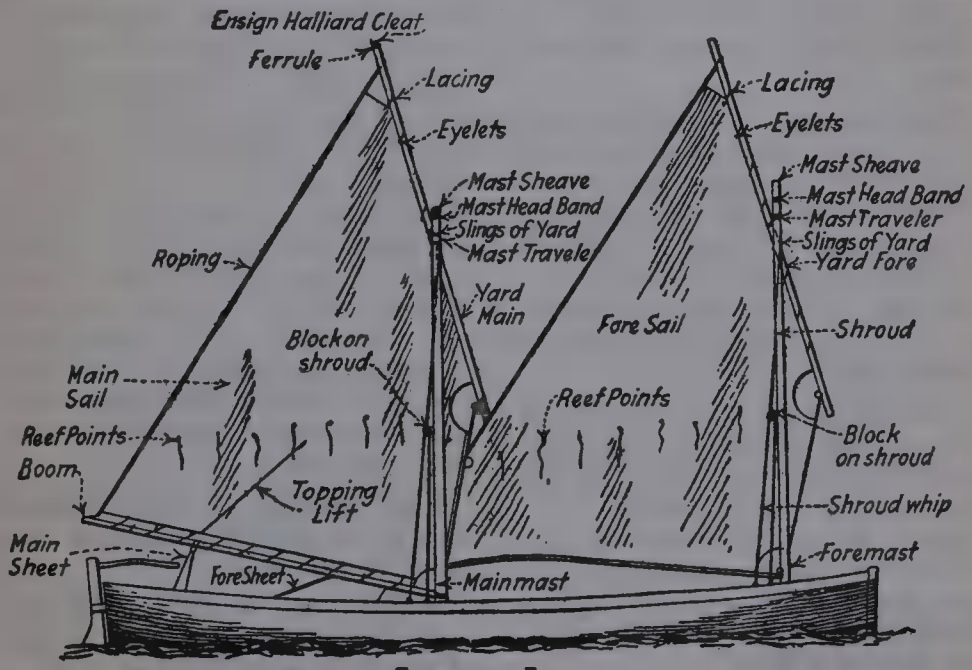


STANDING LUG

SERVICE TYPE BOATS

Quadruplane. An airplane with four main supporting surfaces, placed one above another.

Rigid Airship. An airship whose form is maintained by a rigid structure.

Semirigid Airship. An airship whose form is maintained by means of a rigid or jointed keel, in combination with internal pressure in the gas containers and ballonets.

Shipplane. A land plane designed to rise from and alight on the deck of a ship.

Sounding Balloon. A small balloon sent up without passengers but with recording meteorological instruments.

Tandem. An airplane with two or more sets of wings of substantially the same area (not including the tail unit), placed one in front of the other and on about the same level.

Triplane. An airplane with three main supporting surfaces, placed one above the other.

Tractor. An airplane with the propeller or propellers forward of the main supporting surfaces.

C. SHIP'S BOATS

Barge. A ship's boat designated for the use of flag officers.

Catamaran. A platform secured to two hollow floats, used as a liferaft or for work alongside a ship.

Cutter. A double-banked, square-sterned ship's boat, used for general ship duty.

Dinghy. A small handy ship's boat, single banked with four oars, used for a market boat or light ship's work.

Dory. A small flat-bottomed boat, usually fitted with an engine.

Gig. A ship's boat designated for the use of a commanding officer.

Life Boat. A ship's boat particularly adapted for use at sea; fitted with a steering oar passed through a steering crutch on the quarter.

Life Raft. A raft of various design, carried by vessels for life-saving purposes.

Motor Boat. A service type launch built for heavy duty; or a speed or semi-speed boat.

Motor Dinghy. A power dinghy, for officers' use.

Motor Dory. A power dory, used for officers of destroyers and small ships.

Motor Lifeboat. A power lifeboat.

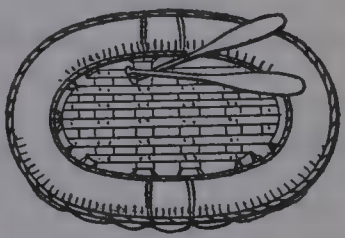
Motor Sailer. A sailing launch fitted with an auxiliary engine.

Motor Surfboat. A boat designed for carrying passengers and cargo through surf and fitted with an auxiliary engine.

Picketboat. A large heavy power boat, usually of steam power, carried by capital ships, and designed for picket duty.

Punt. A rectangular flat-bottomed boat, usually propelled by sculling, and used for cleaning and painting the water line.

Catamaran



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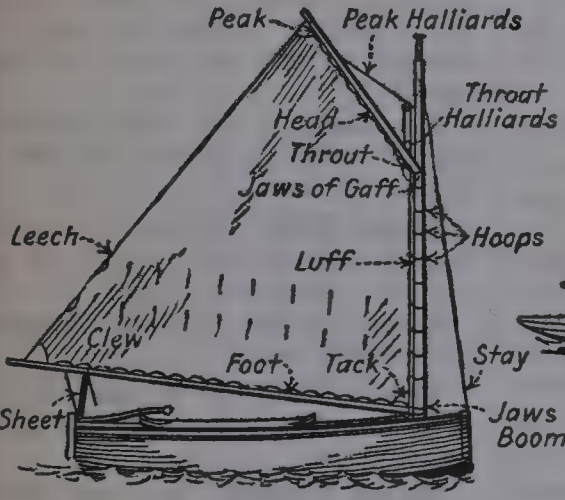
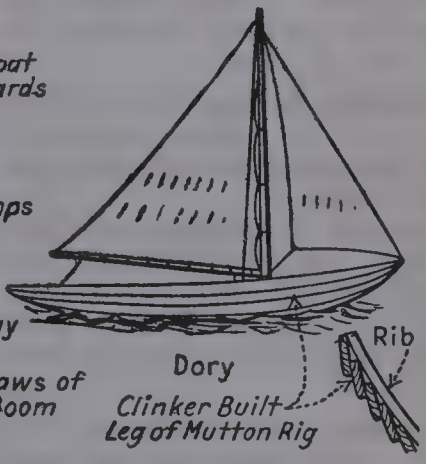
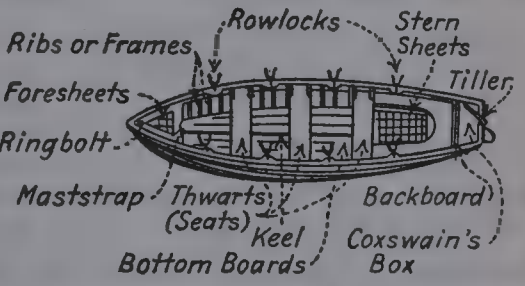


Cat Boat



Punt



SERVICE TYPE BOATS

Sailing Launch. A heavy work boat, square-sterned and fitted for rowing purposes with grommets and thole pins; used for ship's heavy work and for carrying out anchors.

Steamer. A heavy steam-powered ship's boat for general ship's work.

Whaleboat. A double-ended ship's boat, either single or double banked, used for a running boat, ship's light work and as a lifeboat.

Wherry. A light handy boat for officers' use.

D. BOATS AND SHIPS UNDER SAIL

Bark. A three-masted sailing vessel, square-rigged on the fore and main and fore-and-aft rigged on the mizzen.

Barkentine. A three-masted sailing vessel, square-rigged on the fore and fore-and-aft rigged on the main and mizzen.

Brig. A two-masted sailing vessel, square-rigged.

Brigantine. A two-masted sailing vessel, square-rigged on the fore and fore-and-aft rigged on the main; in olden days this type carried a square main topsail.

Catboat. A small sail boat with mast stepped well forward and carrying only a mainsail.

Half-rater. A small sail boat carrying jib and mainsail and with no bowsprit.

Hermaphrodite Brig. A brig without a square mainsail (American); same as brigantine (British).

Ketch. A sailing vessel rigged like a yawl but with the jigger mast further forward.

Lateen. A sailing vessel with triangular fore-and-aft sails, the luff secured to a long yard hoisted obliquely to the mast.

Lug. A rig with a quadrilateral sail carried on a yard hoisting on the mast; different types are French lug, balance lug, split lug, standing lug and dipping lug.

Lugger. A sailing vessel with quadrilateral fore-and-aft sails, the head carried on a hoisting yard, and the luff shorter than the leech.

Mutton. A sailing rig in which the sail is three sided and without boom, gaff or sprit.

Schooner. A sailing vessel with two or more masts with fore-and-aft sails and with head sails carried on a bowsprit and jib-boom.

Settee. A lateen-rigged vessel with a long sharp bow.

Sharpie. A square built, flat-bottomed, fore-and-aft rigged sail boat with a centre-board.

Ship. A three-masted square-rigged sailing vessel.

Sliding Gunter. A rig used in men-of-war boats and consisting of a jib and triangular foresail and mainsail, the luffs of the latter secured to topmasts sliding on the lower masts.

Sloop. A single-masted sailing boat with mainsail, and with headsails carried on a bowsprit and jib-boom.

Smack. A small fishing vessel, sloop or cutter rigged.

Sprit. A small sail boat with one sail set by a sprit secured at the foot of the mast and to the peak of the sail.

Topsail Schooner. A schooner with the sails above the foresail square-rigged.

Yawl. A rig similar to a sloop-rig but with a small after fore-and-aft sail set on a short jigger mast.

E. SPECIAL NAMES FOR BOATS

Bumboat. A boat with articles for sale which comes alongside of a vessel in port.

Carvel Built. Constructed with parallel flush outside planking.

Clinker Built. Constructed with over-lapping outside planking.

Composite Built. Constructed with an iron frame and wooden planking.

Derelict. An abandoned vessel at sea.

Diagonal Built. Constructed without framing and with double planking running at an angle of 45 degrees with the keel.

Dredge. A vessel employed in digging out a channel.

Dug-out. A boat dug out of a tree-trunk.

Hulk. A worn-out and stripped vessel.

Jolly Boat. A small boat used in the merchant service and corresponding to a dinghy on a man-of-war.

Lighter. A boat used in harbors for transporting merchandise.

Metallic Built. Constructed with sheet steel galvanized plating over steel or wooden keel, stem and stern posts.

Mud Scow. A large flat-bottomed boat used to carry the mud from a dredge.

Open Boat. A boat which is not decked over.

Pilot Boat. A power or sailing boat used by pilots.

Pontoon. A type of boat in which buoyancy is secured by a water-tight subdivision of the hull, and not by the addition of air tanks.

Scow. A large open flat-bottomed boat for transporting merchandise or sand, gravel, or mud.

Tug Boat. A small vessel fitted for towing purposes.

Water Boat. A boat fitted with water-tanks and a pump for transporting and supplying vessels with fresh water.

Whale Back. A vessel constructed with a rounded deck similar to a whale's back and with large cargo capacity.

Yacht. A boat especially designed or fitted for pleasure purposes.

CHAPTER 2

Hull and Fittings

A. DECKS

Berth Deck. A name applied to a lower complete deck at or near the water-line on old vessels and used primarily for berthing purposes and not as a gun deck.

Double Bottoms. Water-tight subdivisions of a man-of-war next to the keel and between the outer bottom and inner bottom.

Forecastle Deck. A partial deck at the bow over the main deck.

Fourth Deck. A complete deck next below the third deck.

Gun Deck. A name applied on old vessels to a deck carrying guns and between the main and berth decks.

Half Deck. A partial deck above the lowest complete deck and below the main deck.

Hold. The space below decks utilized for the stowage of ballast, cargo and stores.

Main Deck. The highest deck extending from stem or stern; in old vessels, the highest covered deck.

Orlop Deck. A name applied to a lower partial deck below the berth deck and on or above the protective deck on old vessels.

Platform Deck. A partial deck below the lowest complete deck; called first, second, etc., from the top, where more than one is found.

Poop Deck. A partial deck at the stern over the main deck.

Protective Deck. The deck fitted with the heaviest protective plating.

Quarter Deck. A name applied to the part of the upper deck reserved for the use of officers.

Second Deck. A complete deck next below the main deck.

Splinter Deck. The deck fitted with the lightest protective plating.

Superstructure Deck. A partial deck above the main, upper, forecastle or poop deck, and not extending out to the side of the ship.

Third Deck. A complete deck next below the second deck.

Upper Deck. A partial deck amidships, over the main deck.

B. SHIP CONSTRUCTION

Angle Bar. An angle bar forming the inboard side of a waterway.

Armor Belt. The width of armor carried on a man-of-war above and below the water-line.

Armor Shelf. The plate forming the foundation for the armor belt.

Bar Keel. An external keel of heavy iron or steel bars.

Bilge. The curved part of the ship's hull where the sides and the flat bottom meet.

Bilge Keel. The keel fitted at the turn of the bilge to check a vessel from rolling.

Bottom Plating. The plating on a vessel's bottom.

Bulkhead. Transverse or longitudinal partitions separating portions of the ship.

Bulwarks. The light plating or wooden extension of the ship's sides above the upper deck.

Bunker. A compartment for the stowage of coal.

Cargo Hatch. A hatch over a cargo hold.

Cargo Port. A square side-port for use in loading or discharging cargo.

Coaming. The raised framework about deck openings.

Cofferdam. A cellular subdivision usually filled with cellulose found on old ships as a protection at the waterline.

Collision Bulkhead. A water-tight athwartship bulkhead a short distance abaft the stem, for the purpose of confining damage due to a head-on collision.

Cut-water. The foremost part of the stem, cutting the water as the vessel forges ahead.

Dead Rise. The angle of a ship's floor to the horizontal.

Dead Wood. The triangular shaped pieces forming the connection between the keel and the stem, and the keel and the stern post.

Deck Beam. An athwartship beam supporting a deck.

Docking Keel. The heavy wooden keel fitted on flat-floor vessels outboard of the main keel for use in taking the ship's weight when in dock.

False Keel. A thin keel spiked to the lower side of the main keel of wooden or sheathed ships as a protection to the keel.

Floor Plates. Removable iron plates forming the deck plating in fire and engine rooms.

Forefoot. The heel of the stem where it connects to the keel.

Frame. The ribs of a ship, strengthening and supporting the shell plating.

Freeing Port. A port about 3 feet long and 18 inches wide in the bulwarks for the purpose of freeing the deck of water.

Garboard Strake. The strake next to the keel.

Hatch. An opening in a ship's deck for communication or for handling stores or cargo.

Inner Bottom. The top of the double bottom and consisting of water-tight plating secured to the reverse frames.

Inner Keel. The keelson.

Keel. The timber or bar forming the backbone of the vessel and running from the stem to the stern-post at the bottom of the ship.

Keelson. The longitudinal timber or bar bolted on top of the keel.

Knee. An angular piece con-

necting a vessel's frames to the beams.

Landing Strake. The second line of planking below the gunwale.

Longitudinal. Fore-and-aft strengthening bars placed at intervals between the keel and the armor shelf or bilge margins.

Nose. A vessel's cut-water.

Outer Keel. The vertical keel.

Overhang. The projection of the stern beyond the sternpost, and of the bow beyond the stem.

Planking. Broad planks used to cover a wooden vessel's sides, or covering the deck beams.

Port. An opening in a ship's side—such as air-port, gun-port, or cargo-port.

Prow. The part of the bow above the water.

Rib. A frame of a vessel.

Sheer Strake. The uppermost strake of a vessel's side.

Shell Plating. The water-tight plating riveted to the frames.

Skeg. The continuation of the keel aft, protecting the propellers and taking the heel of the rudder.

Stem. The foremost vertical timber or casting and fitting into the forward end of the keel.

Sternpost. The aftermost vertical timber or casting and fitting into the after end of the keel.

Strake. A continuous planking or plating fitted end to end from stem to stern of a vessel's side.

Stringer. A horizontal plank or plate secured to a vessel's frames and supporting beam-ends.

Strut. The bracket support for a vessel's tail shaft.

Vertical Keel Plate. A vertical plate running from stem to stern post and secured at its lower edge to the flat keel plate.

C. FITTINGS

Accommodation Ladder. The portable steps from the gangway down to the water-line.

Bill Board. The inclined bed for an old-fashioned anchor.

Boat Boom. The boom swung out from a ship's side when at anchor and to which boats in the water secure.

Boatswain's Chest. The deck chest in which the Boatswain keeps his deck gear.

Boatswain's Locker. The locker in which the Boatswain keeps his deck gear.

Booby Hatch. A wooden hood covering a small after hatchway on board ship.

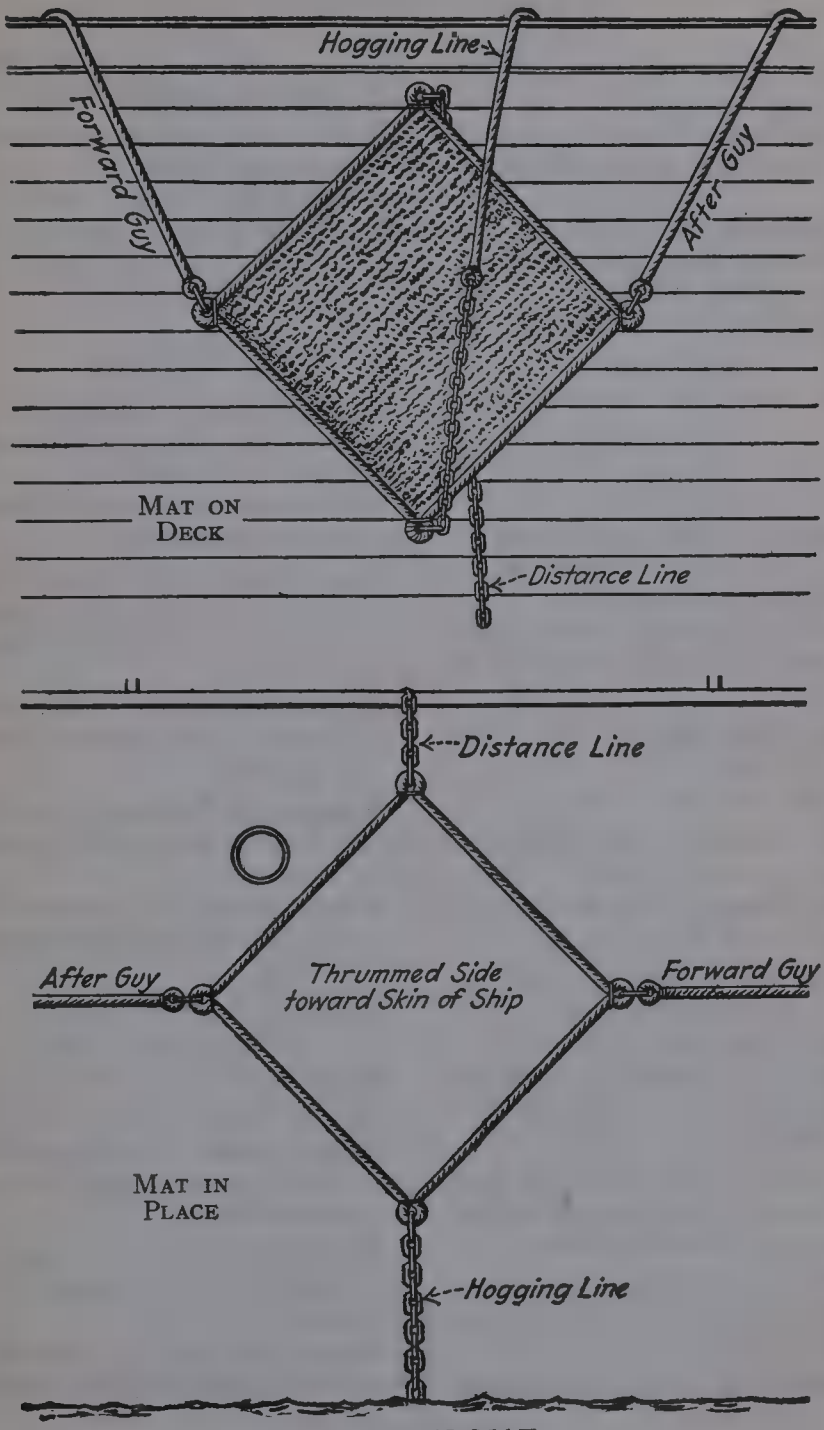
Breaker. A small cask for fresh water carried in ship's boats.

Buckler. A plating fitted into a port or hawse pipe, to close it.

Cargo Boom. A swinging boom plumbing a cargo hatch and used in handling cargo.

Chain Locker. A compartment forward where the chain cable is stowed.

Chock. A heavy wooden or metal fitting secured on a deck or



COLLISION MAT.

on a dock, with jaws, used for the lead of lines or cables.

Charlie Noble. The galley smoke-pipe.

Companion-way. The steps leading below from the upper deck, usually applied to the hatch reserved for the commanding officer or commander-in-chief.

Coppers. The large kettles made of copper and used for cooking.

Cradle. A stowage rest for a ship's boat.

Crane. A derrick used aboard ship for swinging in and out boats and for handling heavy weights.

Deadlight. Round thick glass in the side of a ship for lighting purposes.

Deck Light. Thick glass in the deck of a vessel for lighting purposes below.

Ditty-bag. A small bag used by men-of-war's men to stow small articles of wearing apparel.

Ditty-box. A small box with a hinged lid used by men-of-war's men for stowing small articles.

Eyebolt. A bolt terminating in an eye, driven into the deck and used for securing purposes.

Fender Bar. A long fore-and-aft spar hung over a ship's side as a fender.

Fidley. The iron framework around the ladder of a deck hatch leading below decks.

Figure Head. A carved wooden figure carried on old sailing vessels under the bowsprit.

Flagstaff. The staff to which the ensign is hoisted.

Gangway. An opening in the bulwarks to give entrance to the ship; or in ships without bulwarks, the opening in the rail used for boarding or leaving the ship.

Gangway Ladder. Same as accommodation ladder.

Grating. A wooden lattice-work platform covering a hatch or the bottom boards of a boat; similarly designed gratings of metal are frequently found on shipboard.

Gunport Shutter. The metal shutter closing a gunport.

Hammock Cloth. The canvas weather cover over the hammock nettings.

Hammock Nettings. The boxes for the stowage of hammocks.

Hanging Stage. A plank hung by each end over the side for men to sit on while working over the side.

Hawse Block. The wooden block used as a plug to close the hawse hole.

Hood. A covering of wood or canvas over a hatch, companion-way or skylight.

Jack Staff. The staff fitted over the stem to carry the jack.

Lewis Bolt. A bolt similar to an eyebolt, usually of brass, fitting into a socket on deck and secured with a wedge; used for securing leading blocks.

Manhole. A hole designed so as to admit a man's body and closed by a water-tight plate.

Mast Hole. A hole in a deck or in a thwart of a boat through which the mast leads.

Monkey Gaff. The light gaff fitted on some vessels on the after masthead for the display of the colors when underway.

Netting. A rope net work.

Ridge Pole. The horizontal pole supporting the middle of an awning.

Scraper. A hand tool for scraping purposes.

Scupper-Lip. The metal projection at the bottom of a scupper for the purpose of keeping the water from the scupper clear of the ship's side.

Scuttle-butt. The container of fresh water for drinking purposes and used by the crew; formerly it consisted of a cask.

Sea Cock. A cock in a pipe connected to the sea; a vessel may be flooded by opening the sea cocks.

Sheer Pole. An iron rod across the foot of the shrouds, serving to keep the shrouds spread and as a foot rope or ratline.

Siren. The shrieking device operated by steam and used as a warning signal.

Skylight. A covering either permanent or removable, fitting over a hatch and with hinged sashes; it admits air and light below decks.

Spit Kit. A small wooden tub used as a spittoon.

Spy Glass. A small hand telescope.

Stanchions. Wooden or metal uprights used as supports.

Step. The frame on the keelson into which the heel of a mast fits or steps.

Stern Ladder. The ladder hung over a vessel's stern for the use of boat's crews.

Tarpaulin. Heavy canvas used as a covering.

Tompion (pronounced Tompkin). The wooden plug placed in the muzzle of a gun to keep out dampness.

Vane. A piece of bunting flown at the truck to indicate the direction of the wind.

Ventilator. A wooden or metal pipe used to supply or to exhaust air.

Ventilator Cowl. The swivelled opening at the top of a ventilator.

Washboard. The thin planking projecting above the rail of a small boat to increase the freeboard and to keep out spray and water.

Water Breaker. A small cask carried in ship's boats for drinking water.

Waterway. The gutter at the sides of a ship's deck to carry off water through the scuppers.

Windsail. A canvas trunk spread to admit air below decks.

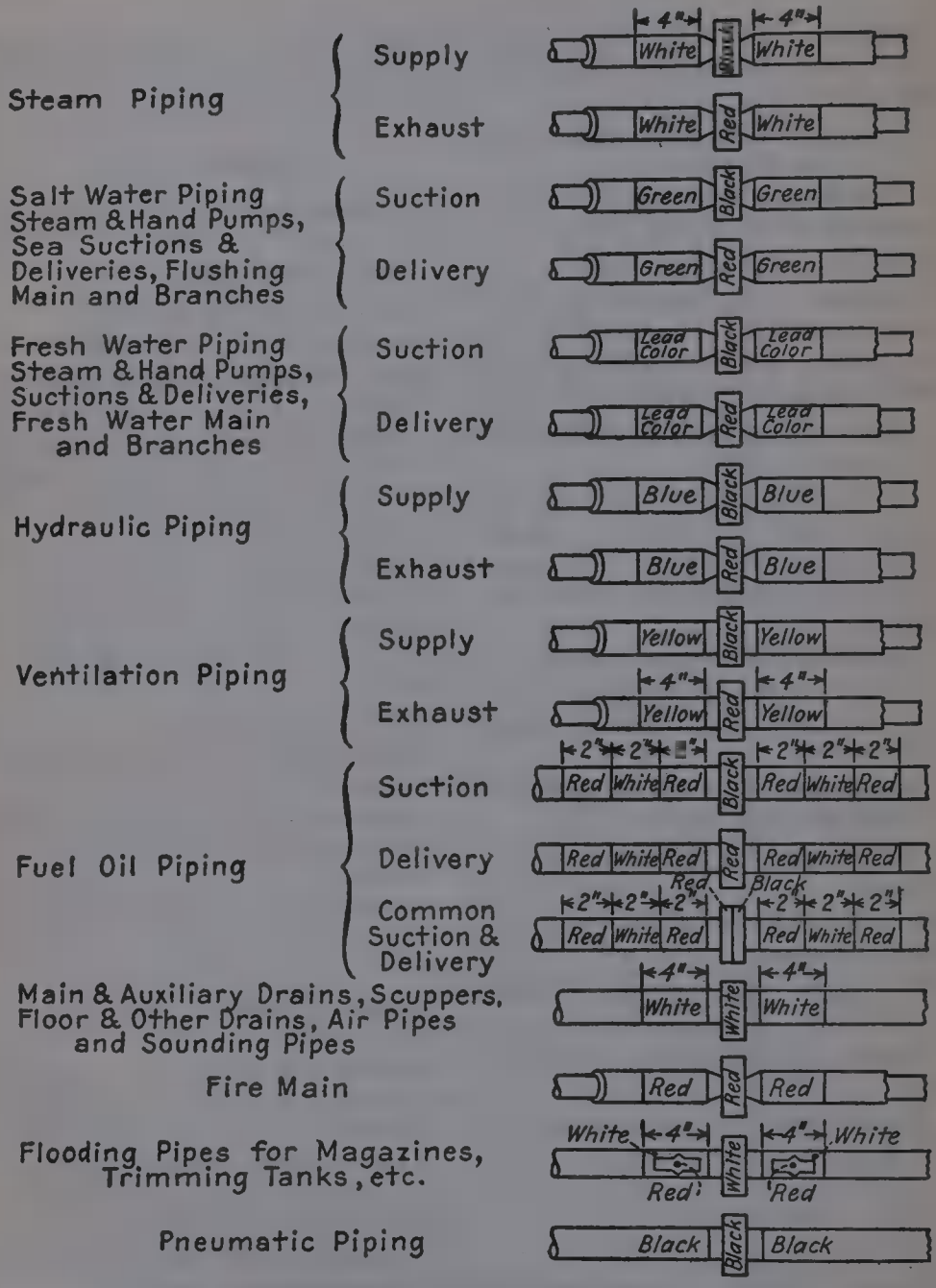
D. PARTS OF THE SHIP

Bridge. The raised platform extending athwartships in the forward part of the ship and from which the ship is steered and navigated. Amidships and after bridges are sometimes fitted.

Brig. The ship's prison—formerly a sailor's slang phrase.

Cabin. The captain's quarters.

Crows'-nest. The platform on the mast for the lookout.



PIPE COLORING CHART

Fantail. The part of the stern of a vessel extending abaft the sternpost.

Forecastle. The upper deck forward of the foremast.

Fore Peak. The part of the vessel below decks at the stem.

Galley. The ship's kitchen.

Gallows. The framework sometimes fitted above the main or superstructure deck for boat stowage and for the stowage of spare parts.

Glory Hole. A term applied to the lazarette.

Head. The ship's water closet.

Lazarette. A low head-room space below decks in the after part of some ships, used for provisions or spare parts.

Magazine. The space provided for the stowage of explosives.

Shaft-Alley. The tunnels over the shafts.

Shellroom. The space provided for the stowage of shell.

Sick Bay. The ship's hospital.

Skids. Beams sometimes fitted over the decks for the stowage of heavy boats.

Steerage. The junior officers' quarters.

Stern. The after part of the vessel.

Storeroom. The space provided for stowage of provisions or other material.

Top. The platform at the top of a mast.

Upper Works. The parts of a vessel proper above the main deck.

Up Take. The enclosed trunk connecting a boiler or a group of boilers to the smoke stack.

E. TERMS USED

Between Decks. The space between decks.

Bluff. Perpendicular.

Bowed. Sprung or bent.

Camber. Said of a deck when higher amidships than at the bow or stern.

Depth of Hold. The distance amidships of a cargo vessel from the top of the floor to the top of the upper deck beams.

Displacement. The weight of the water displaced by a vessel.

Entrance. The portion of a vessel's bow just above the waterline.

Fine. Sharp forward.

Flush Deck. A continuous upper deck.

Freeboard. The distance from the waterline to the rail or covering board.

Hand Hole. A small hole in shell plating for access by hand tools.

Kettle-bottomed. Having a flat floor.

Lightening Hole. A hole cut into shell plating in order to lighten the plate.

Limber Hole. A hole cut in the framing near the keelson to allow water to flow fore-and-aft.

Plimsoll Mark. The circle with a horizontal line painted on the outside of some merchant vessels

to indicate the extreme loading draft.

Run. The narrowing after part of a vessel.

Sheathed. An iron or steel vessel with the shell plating sheathed with wood to a height above the waterline, and with the bottom coppered.

Tumble Home. The inclination inboard of a vessel's sides.

Waist. The portion of the deck between the forecastle and quarterdeck.

Wales. Strong planks running fore-and-aft on a vessel's sides.

Wall Sided. Perpendicular-sided.

Waterline. The line painted on the side of a vessel at the water's-edge to indicate the proper trim.

Well Deck. That part of the main deck of a vessel having a raised forecastle and poop.

F. DRAINAGE, FIRE MAIN, FLUSHING AND VENTILATING SYSTEMS

Blower. A ventilating or forced draught blower.

Drainage. The system of pipes and pumps installed on board ship to expel water.

Fire Hose. The hose used for fire purposes.

Fire Main. The large pipe running fore-and-aft underneath the protective deck for distributing water to the fire-plugs.

Flushing Main. The large pipe running fore-and-aft underneath the second deck for distributing flushing water.

Flushing System. The salt water system for supplying toilets, washrooms, laundry, etc.

Louvre. A metal cap covering the end of a ventilator pipe below decks and fitted with wire mesh.

Magazine Flooding System. The salt-water system for flooding magazines.

Main Drain. A large pipe running fore-and-aft and connecting the main circulating pumps with all parts of the ship, for expelling water.

Manifold. A metal chest containing valves for connection to pumps and mains.

Riser. A vertical branch pipe.

Sanitary System. Same as Flushing System.

Sea Suction. A connection in the ship's side to the sea.

Secondary Drain. A drain smaller than the main drain and capable of removing small quantities of water by connection to pumps.

Ventilating System. The system consisting of ventilating fans and piping, to circulate fresh air in the vessel.

CHAPTER 3

Rope

A. KINDS OF ROPE

Cable. A rope; a chain secured to an anchor.

Cable-laid. Nine-stranded, left-handed rope, laid up against the sun, the strands being made up in three right-handed ropes of three strands each.

Cod Line. Small stuff made of untarred American hemp or of cotton; used for hammock clews.

Coir. Rope made of the fibres of cocoanut husks; used for small lines requiring buoyancy.

Cordage. A general term for rope of all kinds.

Fibre Rope. Hemp and Manila rope.

Hamber Line (Hambroline). Three-stranded seizing stuff, tightly laid.

Hawser-laid. Same as cable-laid; also a general term for all left-handed rope.

Hawser. A large rope used for heavy work, such as towing.

Hemp. Rope made of the fibres of the hemp plant; used for small stuff of less than 24 thread (1¾ inch circumference).

House Line. Three-stranded, left-handed rope; used for fine seizing.

Junk. Old rope.

Jute Rope. Rope made from the fibre of the jute plant.

Keckling. Chafing stuff around cables, made of old rope.

Left-handed. Twisted from right to left or against the sun; strands and cables are usually left-handed.

Manila. Rope made of the fibres of the wild banana; used for rope larger than 24 thread (1¾ inch circumference).

Marline. Two-stranded, left-handed rope; used for fine seizings and for sennit.

Ratline Stuff. Small stuff, three-stranded, right-handed, tarred; used for rattling rigging.

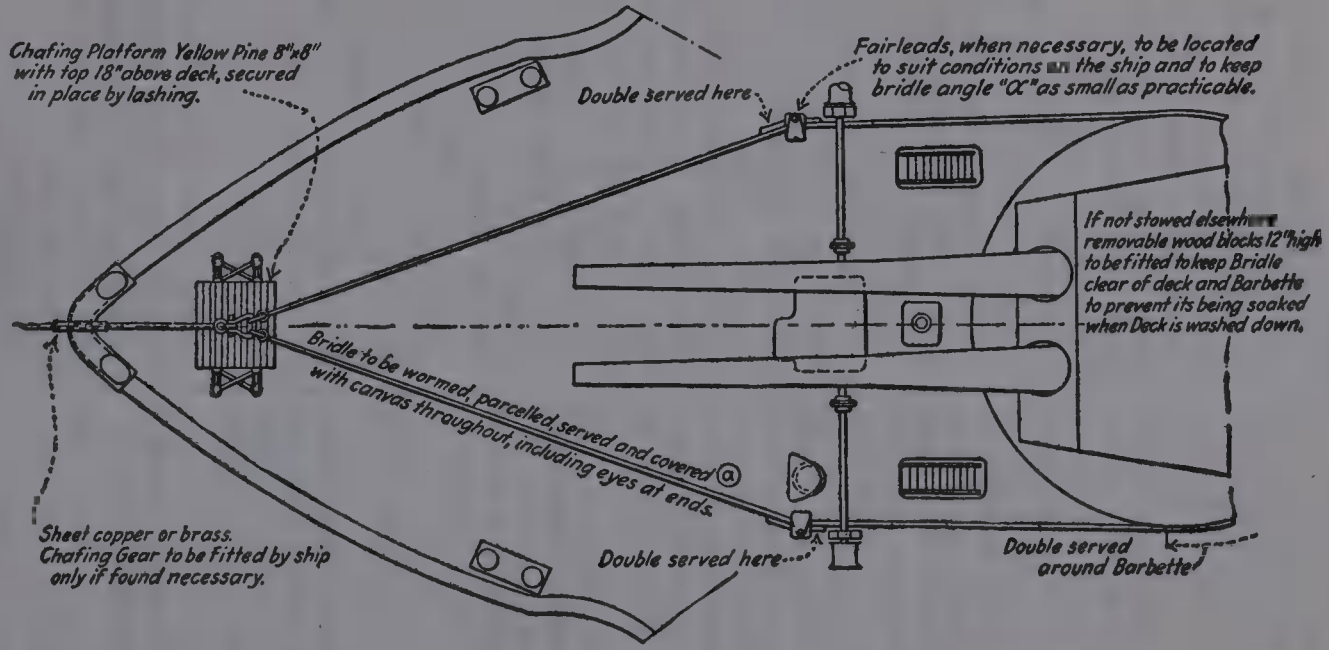
Right-handed. Twisted from left to right or with the sun; yarn and rope is usually right-handed.

Rope Yarn. Twisted fibres used for rough seizings, and which may be twisted into strands.

Round Line. Three-stranded, right-handed rope, used for fine seizings.

Sennit. Braided rope yarns or spun yarn; known as flat, French, round or square, according to figure braided.

Shroud-laid. Four-stranded, right-handed rope.


Chafing Platform Yellow Pine 8"x8" with top 18" above deck, secured in place by lashing.
Double served here
Fairleads, when necessary, to be located to suit conditions on the ship and to keep bridle angle "α" as small as practicable.
If not stowed elsewhere removable wood blocks 12" high to be fitted to keep Bridle clear of deck and Barbette to prevent its being soaked when Deck is washed down.
Bridle to be wormed, parcelled, served and covered with canvas throughout, including eyes at ends. ⓐ
Sheet copper or brass. Chafing Gear to be Fitted by ship only if found necessary.
Double served here
Double served around Barbette

STERN OF
TOWING SHIP

TOWING GEAR

Small Stuff. Small cordage designated by number of threads or special names, such as ratline stuff, marline, etc., usually of American hemp, tarred.

Spun Yarn. Rough stuff made from long tow, laid up loosely left-handed of two, three or four strands; used for seizings and small stuff.

Strand (ed). (1) A number of yarns twisted together, and which in turn may be twisted into rope. (2) A rope is stranded when a strand is broken. (3) Rope may be designated by the number of strands composing it; rope is commonly three-stranded; Manila rope over 3¼ inches in circumference is usually four-stranded and four-stranded rope has a heart or core. (4) A vessel run ashore is said to be stranded.

Thread. Yarns making up strands; small rope is sometimes designated by the number of threads going to make up a strand; e.g.: two-thread, seventy-two-thread, etc.

Twice-laid. Rope laid up from old yarns.

Yarns. 1. Twisted fibres used for rough seizings, and which may be twisted into strands. 2. Tales —to "spin a yarn" is to tell a story.

B. SPECIAL NAMES FOR SPECIAL PURPOSES

Bolt Rope. Rope around the edges of sails, sewed to the sail.

Bridle. A span of rope with ends secured.

Clothes Stop. Small cotton line used for stopping clothes to the line or for securing clothes rolled up in bags or lockers.

Concluding Line. A small rope rove through the middle of the steps of a Jacob's ladder.

Earing. A short piece of rope secured to a cringle for hauling out the cringle.

Foot Rope. Rope secured under a yard, bowsprit or boom for a foot support when working.

Fox. Two yarns hand twisted or a single yarn twisted against its natural lay; used for light seizings.

Gantline (Girtline). A line rove through a single block secured aloft, e.g.: hammock gantline.

Grab Rope. A line secured waist high above a boat-boom or gang plank; used for steadying oneself.

Grommet. A ring of rope formed by a single strand laid three times round.

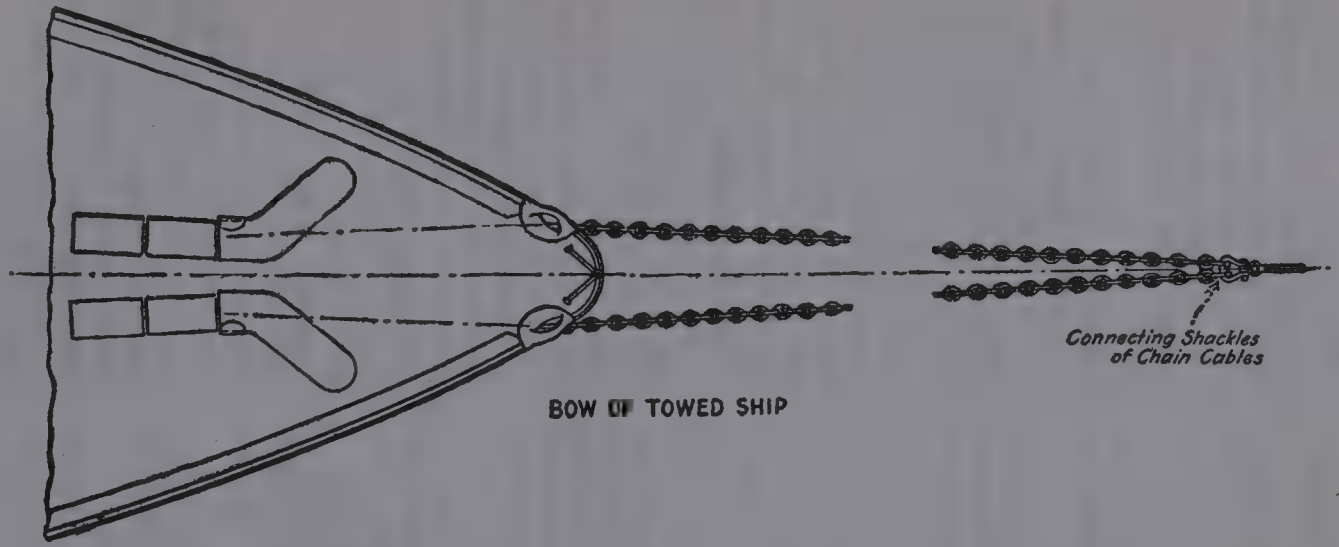
Guess Warp. A line from forward rove through a thimble at the outer end of a boat boom, used for securing a boat to the boom; a toggle is fitted through the line abaft the thimble. In general, a hauling line laid out by a boat; a portion of the line is coiled down in the boat.

Guy. A steadying rope.

Hand Rope. Same as grab rope.

Hauling Line. A line sent down from aloft and used in hauling up a piece of gear.

Heaving Line. A small line secured to a hawser and thrown to


Connecting Shackles of Chain Cables
BOW OF TOWED SHIP
20 to 45 FMS Bower Chain Cables
Towed Ship's Hawser 150 FMS Type "AA" Steel Wire Rope
Towing Ship's Hawser 150 FMS. Type "AA" Steel Wire Rope
TOWING ARRANGEMENT

TOWING GEAR

an approaching vessel or to a dock, for a messenger.

Hogging Line. A chain bent to the dip rope and secured to a collision mat for hauling the mat under the side of the vessel.

Jacob's Ladder. A ladder of rope with wooden steps used over the side and aloft.

Jaw Rope. A span of rope leading from the jaws of a gaff around the mast, strung with hard wooden beads.

Jumper. A rope used to prevent a spar from jumping up; specifically, the rope from the outer end of the whiskers to the martingale.

Lacing. Line used to secure canvas by passing through eyelets in the canvas.

Lead Line. Line of cotton twine, braided, for boat lead line; of flax twine, braided, for ship's lead line and coasting lead line; and of hemp for deep-sea lead line. The line is secured to the lead.

Log Line. Line of hemp for chip log line; and of cotton twine, braided, for taffrail log line. The line is secured to the log.

Lanyard. A rope made fast to an article for securing it, e.g.: knife lanyard, bucket lanyard, etc.; or for setting up rigging.

Man Ropes. Ropes hung over a ship's side and used for assistance in ascending or descending.

Painter. A short piece of rope secured in the bow of a small boat, used for making her fast.

Preventer. A rope used for additional support or for additional securing, e.g.: preventer backstay, preventer hawser, etc.

Rack. To seize two ropes together with cross turns of spun yarn.

Ratline. A short length of ratline stuff running horizontally across shrouds, for a step.

Roband (Rope-Band). A small piece of manila or spun yarn used to secure the luff of a sail to the mast hoops or stay hanks.

Rose Lashing. A lashing in which the parts are crossed alternately over and under, with the end passed around the crossing.

Running Rigging. That part of a ship's rigging which is movable and rove through blocks, such as halyards, sheets, etc.

Sea Painter. A line leading from forward and secured to a forward inboard thwart in such a way as to permit quick releasing; it tends to throw the bow of the boat out when the boat is water-borne.

Selvagee. Rope yarn or spun yarn marled together and used as a neat strap.

Seizing Stuff. Three-stranded, right-handed, high-grade small stuff, laid up by machinery.

Slip Rope. A rope bent to the anchor cable outboard of the hawsepipe and secured on the vessel's quarter; used in slipping the cable.

Smiting Line. A line used in breaking a light sail sent up in stops.

Standing Rigging. That part of a ship's rigging which is permanently secured and not movable, e.g.: stays, shrouds, etc.

Stern Fast, Stern Line. A rope led over the stern of a vessel and used in securing her by the stern.

Stopper. A short length of rope secured at one end, and used in securing or checking a running rope, e.g.: deck stopper, boat-fall stopper, etc.

Strap. A ring of rope made by splicing the ends, used for slinging weights, holding the parts of a block together, etc.

Thrums. Short strands of rope with strands unlaid and stuck through a mat to make a rough surface.

Topping Lift. A lift used for topping up a boom and sustaining its weight.

Tricing Line. A line used for suspending articles.

Tripping Line. A line used for capsizing a sea anchor.

C. TERMS USED IN HANDLING ROPE AND LINES

Against-the-sun. From right to left; used in laying up rope or coiling it down.

Belay. To make fast to a pin or cleat.

Bend. (1) To make fast, e.g.: bend a cable is to make it fast to the anchor. (2) A knot by which a rope is made fast to another.

Bight. Any part of a rope except the ends; usually refers to a bend in a rope.

Bitter-end. The last part of a rope or the last link in an anchor chain.

Catch a Turn. To take a turn with a rope quickly, usually for holding it temporarily.

Chafe. To wear the surface of a rope or spar by rubbing.

Clap On. 1. To seize a rope and haul away. 2. To make more, as clap on sail.

Clear for Running. Ready to run out without fouling.

Clinch. A half hitch stopped to its own part.

Coil. A mass of rope wound around and around, one turn on top of another.

Cow's Tail. The frayed or untidy end of a rope.

Dead Rope. A rope not lead through a block or sheave.

Double Up. To double a vessel's securing lines.

Fake. (1) A circle of a coil of rope; the coils overlap and the rope is clear for running. (2) To fake down is to coil down a rope.

Fleet. To shift from place to place, e.g.: to fleet forward on a boat-fall; specifically to draw the blocks of a tackle apart.

Flemish Down. To coil flat down on deck, each fake outside of the other beginning in the middle and all close together.

Frap. To pass ropes around a sail to secure it from blowing loose; to pass tight wrappings of rope.

Freshen the Nip. To shift a rope so as to take the wear in another place.

Gear. The general name for ropes, blocks and tackles of spars or sails.

Grafting. A rope or ring covering of woven yarns.

Irish Pennant. An untidy loose end of a rope or article.

Kink. A twist in a rope.

Lay. (1) A preliminary order, e.g.: lay aloft, lay out, etc. (2) The direction of the twist of strands of a rope.

Messenger. A light line used for hauling over a heavier rope or cable; in old sailing ships, a line led to the capstan to assist in heaving in the chain.

Middle a Rope. To double a rope so that the two parts are equal in length.

Nip. A short turn in a rope.

Parbuckle. To handle a spar or cask over the side by the bight of two ropes, the end of each rope secured and the other end tended.

Pass a Stopper. To reeve and secure a stopper.

Plat. To braid; used with small stuff.

Point. To taper the end of a rope.

Rattle Down. To clove-hitch ratlines across the rigging.

Reeve. To pass the end of a rope through any lead such as a sheave or fair-lead.

Render. Said of a rope when it runs easily through a sheave or fair-lead.

Single Up. To come up double lines so that only single parts remain secured.

Slack. (1) The part of a rope hanging loose. (2) To ease off.

Square Mark. A reference mark of twine placed on running rigging to indicate when the gear is properly squared or suspended.

Surge. To slack suddenly.

Swifter In. To bring two shrouds or stays close together by turns of rope.

Swig Off. To gather in on a rope by heaving out and down with the weight of the body, at the same time taking in the slack where secured.

Veer. To slack off and allow to run out; said of a change of direction of wind with the sun.

D. KNOTS
(End of Single Rope)

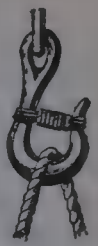
Blackwall Hitch. A hitch either single or double around the hook of a block, used for hooking a tackle to the end of a rope when there is little end to work with.

Bowline. A hitch in the form of a noose—used for securing hawsers to bollards, lowering men over the side and for many similar purposes—the King of Knots, when properly tied it will not slip or jamb.

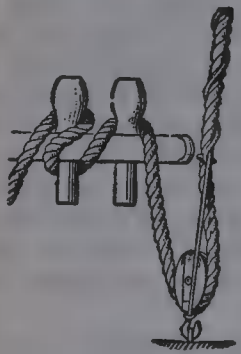
Bowline on a Bight. A bowline made with the bight of a rope, finishing off by carrying the open single bight up around the doubled bights and hauling taut—seldom

Bale Sling.

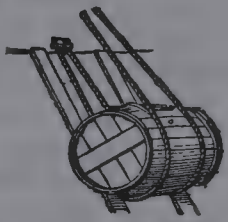
Cask Sling.



Mouse A Hook.



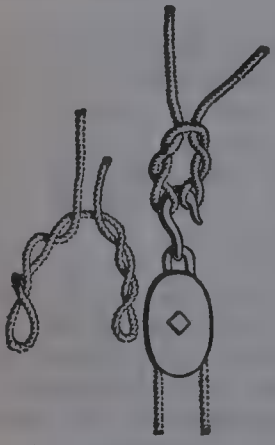
Stopper on a Rope.



Parbuckle.

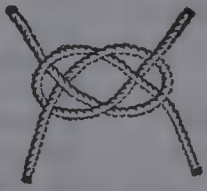
Bowline.

Strap on Rope.



Cat's Paw.

Double Sheet Bend.



Double Carrick Bend.

Figure-of-eight Knot.

Overhand Knot.

KNOTS AND SPLICES

used, but sometimes used where greater strength than given by a single bowline is necessary, or when the end of the rope is not accessible.

Cats Paw. A double loop formed by twisting two bights of a rope; the hook of a tackle is passed through them.

Figure-of-eight. A hitch resembling the figure eight and used to prevent the end of the rope from unreeving.

French Bowline. Similar to a bowline but with an additional loop formed by taking a round turn through the loop before passing the end over the standing part; used in lowering a man into a smoke-filled hold, the additional loop passing under his arms.

Overhand Knot. A simple knot formed by passing the end of a rope over the standing part and through the bight—seldom used.

Running Bowline. A running loop or noose, formed by making a bowline over its own standing part; used when a running loop is needed.

Sheepshank. A knot used to shorten a rope by taking half hitches with the standing parts over bights of the rope—seldom used.

E. BENDS

(Joining Ropes Together)

Double Carrick Bend. A knot made by first crossing the end of one rope and then passing the end of the other under the standing part, over the end, up through the bight, over its own standing part and down through the bight again; used for joining two hawsers together, but will jamb.

Granny Knot. A square knot with the ends crossed the wrong way; it will jamb.

Reeving Line Bend. A bend used for joining hawsers which are to reeve through a chock, made by taking a half hitch with each end around the other rope and stoppering the ends; probably the best bend for this use with heavy lines.

Sheet or Becket Bend. A bend made by passing the end of a rope up through the bight of another, round both parts and under its own part; very useful—one use is in bending on flags not fitted with snap hooks.

Sheet Bend, Double. A bend similar to a single sheet bend but with two turns instead of one round the two parts of the other rope; may be used in bending hawsers together.

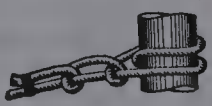
Single Carrick Bend. A knot made by first crossing the end of one rope and then passing the end of the other down through the bight, under the standing part, over the end and down through the bight again; used for joining two hawsers together but it will jamb.

Square or Reef Knot. A knot formed from an overhand knot by crossing the ends and bringing one end up through the bight alongside its own standing part; of many uses.

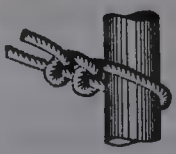
Two Bowlines. A knot formed by turning a bowline, first passing

Studding Sail Halliard Bend.

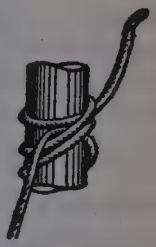
Studding Sail Tack Bend.



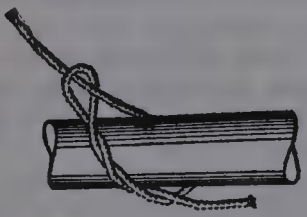
Round Turn and Two Half Hitches.



Two Half Hitches.



Rolling Hitch.



Timber hitch.

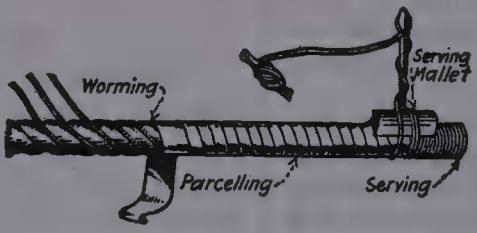
Fishermen's Bend.

Marling Hitch.

Marling Hitch.

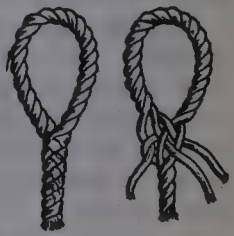
Throat Seizings.

A Short Splice.



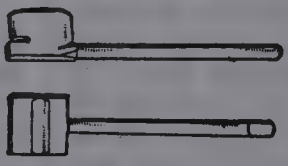
Parcelling, Worming, and Serving.

Whipping.



Eye Splicing.

Serving Mallet.



Serving Board.

KNOTS AND SPLICES

the end of the rope through the loop of a bowline turned in another rope; a method of securing hawsers together.

F. BENDS
(Securing Lines To Spars, Etc.)

Clove Hitch. A bend formed by making two half-hitches about the spar; very useful—one use is in hitching ratlines to the shrouds.

Fisherman's Bend. A bend formed by taking two round turns, and bringing the end around and then under the turns; used for securing a rope to a buoy or a hawser to a kedge.

Marling Hitch. A hitch similar to a half hitch but with the hauling part leading over and under the standing part; used in lashing hammocks and with a marlingspike in lashings and seizings.

Rolling Hitch. A hitch formed by taking one turn over its own part and two round turns, the end coming up under these last turns; used in towing a spar.

Round Turn and Two Half Hitches. A round turn with two half hitches taken on the standing part—may be used in securing a hawser to a bollard, but will jamb unless a toggle is used to separate the hitches.

Studding Sail Halliard Bend. A round turn with the end coming up around the standing part, under both turns and tucked over and under the turns; the greater the strain the tighter does the bend become; not of much use in present days.

Studding Sail Tack Bend. A bend made by taking a turn, passing the end back around the standing part and catching a half hitch to the standing part just above; it will not come adrift through working; not of much use in present days.

Timber Hitch. A hitch formed by taking a turn, passing the end over the standing part and tucking it; used in towing a spar.

Timber Hitch and Half Hitch. Same as a timber hitch but with a half hitch.

Topsail Halliard Bend. Same as a studding sail halliard bend but with two round turns; seldom used.

Two Half Hitches. A hitch formed by leading the end over and under and up through the standing part and repeating the process; a very useful hitch especially in making fast moderate sized lines, but it will jamb.

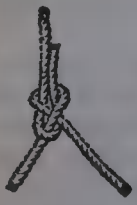
G. KNOTS
(Worked in End of Rope)

Diamond Knot. An ornamental knot made by making a double carrick bend and passing the ends around the bight and up through the center of the bend.

Double Wall and Crown. A single wall doubled by leading each strand back and parallel to itself and finished off with a single crown.

Double Wall and Double Crown. Same as a double wall and crown but with the crown doubled by a process similar to doubling the wall.

Two Bowlines.



Sheet Bend

Clove Hitch.

Carrick Bend.

Running Bowline.

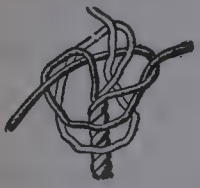
Sheepshank.

Granny Knot.

Reef or Square Knot.

Bowline on a Bight.

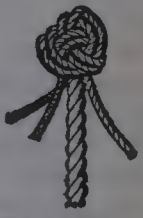
Single Matthew Walker.



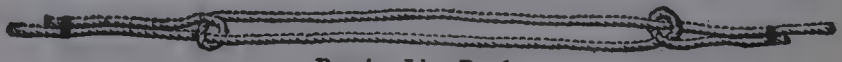
Double Matthew Walker.

Double Matthew Walker

Wall Knot.



Manrope Knot.



Reeving Line Bend.

KNOTS AND SPLICES

Manrope Knot. A double wall and double crown; the ends come out underneath and are hidden; used on the end of a manrope.

Matthew Walker Knot. An ornamental knot, formed by unlaying the end of a rope, forming a bight with each strand, and taking the end of each strand up through the next bight, around the rope, and up through the same bight again.

Matthew Walker Knot Double. A knot made by unlaying the end of a rope and turning an overhand knot around the standing part and up through its own bight.

Stopper Knot. A double crown and a double wall, the crown being made first, the ends coming out of the side of the knot; used on the end of a deck stopper.

Turk's Head. An ornamental knot made by taking two round turns and interlacing the ends to form diamond shaped knots.

Wall and Crown. A wall knot finished off with a crown by leading the ends of each strand over one another and tucking the third one.

Wall Knot. An ornamental knot formed by unlaying the end of a rope and tucking each strand from left to right up underneath the strand next to the right.

Whipping. A method of preventing the ends of a rope from unlaying or fraying by turns of stout twine with the ends tucked.

H. SPLICES AND SEIZINGS

Eye Splice. An eye turned in the end of a rope by tucking the strands in the standing part so that each strand comes out in a different lay, finished off by tucking the number of times equal to the number of strands.

Eye Splice, Four-Stranded. Same as eye splice, tucking four times.

Eye Seizing. A seizing for shortening up an eye, the turns of the seizing stuff being taken over and under each part and the ends crossed over the turns.

Flat Seizing. A seizing for stopping the end of a rope to its own part, a number of round turns being taken and the end led back through the turns and through a bight of the other end.

Long Splice. Joining two ropes together by unlaying the ends and interlacing them, finishing off by following each strand into the lay of the opposite one; the rope may then reeve through a block.

Short Splice. Joining two ropes together by unlaying the ends and interlacing them, finishing by tucking each strand over one and under one three times; the splice will not permit the rope to reeve through a block.

Throat Seizing. A seizing for stopping the end of a rope to its own part, by double round turns, the first turn through an eye in one end, and finished off by round turns across the middle of all turns.

I. PROTECTION AND APPLIANCES

Parceling. A protection against the weather and consisting of

winding long strips of light cloth material around a rope preparatory to serving.

Serving. Additional protection over parceling and consisting of continuous round turns of serving stuff.

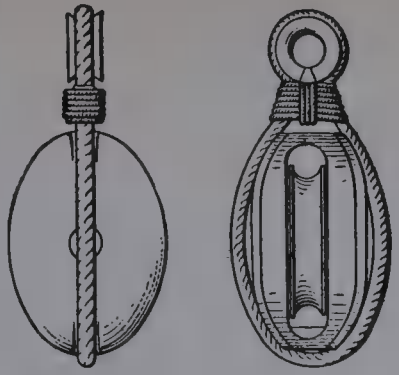
Serving Board. A small piece of flat board with a handle used for serving small rope.

Serving Mallet. A wooden mallet with a groove cut lengthwise in its head and used for serving large rope.

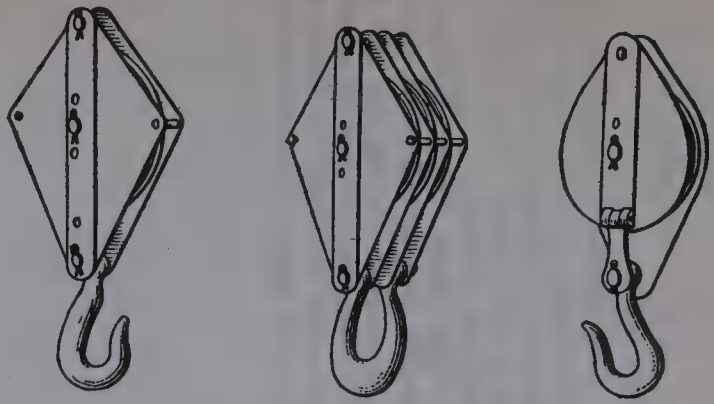
Turn Buckle. A metal appliance consisting of a thread and screw capable of being set up or slacked back and used for setting up standing rigging.

Wire Rope Clips. Clamps for holding two parts of wire together.

Worming. Filling up the lays of a rope preparatory to parceling by spiral windings of small stuff so as to make a round surface.

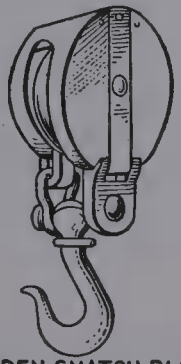


WOODEN BLOCKS, ROPE-STRAPPED

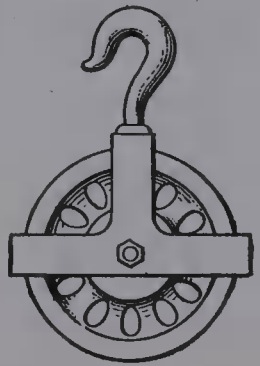


STEEL BLOCKS FOR WIRE ROPE

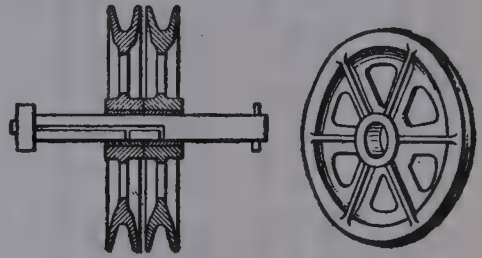
WOODEN BLOCK
IRON-STRAPPED



WOODEN SNATCH BLOCK
IRON-STRAPPED



GIN BLOCK



SHEAVE

BLOCKS.

CHAPTER 4

Blocks and Tackles

A. PARTS OF BLOCKS

Breech. The bottom of a block.

Bushing. The bearing of the sheave of a block on the pin.

Cheeks. The sides of a block.

Hook. The curved metal piece fitted at the top of an upper block and used for hooking the block.

Pin. The metal axle of a block upon which the sheave revolves.

Score. The groove cut in the sides of a block to take the rope or wire strap; blocks are now usually strapped with iron.

Sheave. The wheel of a block over which the fall of the block reeves.

Shell. The casing of a block within which the sheave revolves.

Strap. A rope, wire or iron binding encircling a block and with a thimble seized into it for taking a hook.

Swallow. The larger opening in a block above or below the sheave through which the fall leads.

Thimble. A wire or metal ring at the top of an upper block into which the hook secures.

B. KINDS OF BLOCKS

1. General Classifications

Bull's Eye. An oval piece of wood with a hole through it for the lead of a rope.

Cheek Block. A half shell covering a sheave, the other cheek being the spar to which it is secured.

Deadeye. A small flat block with three holes, found on the ends of chain plates and for setting up shrouds and stays.

Double Block. A block with two sheaves.

Four-fold Block. A block with four sheaves.

Morticed Block. A block made out of a single piece of wood with the space for the sheave chiselled out.

Patent Block. A block having friction rollers for the pin bearing.

Single Block. A block with a single sheave.

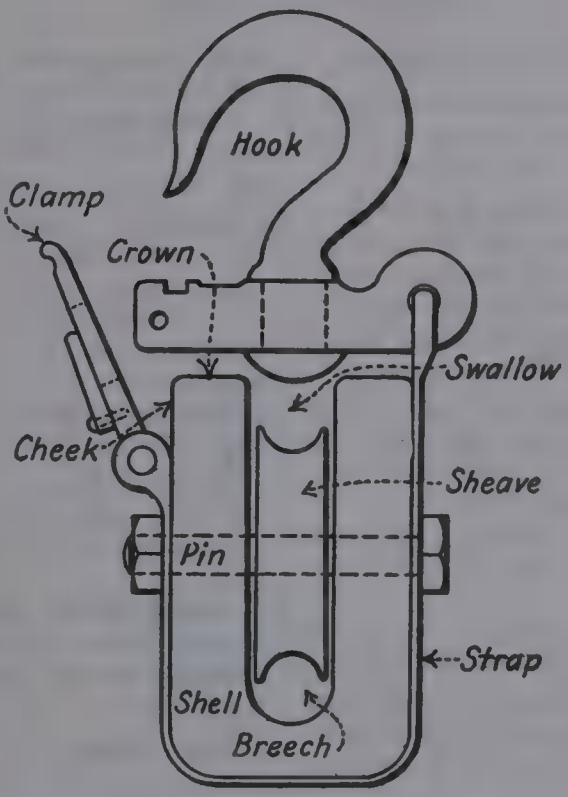
Sister Block. A shell with two sheaves, one above the other; the falls lead in opposite directions.

Tail Block. A block with a tail of rope instead of a hook.

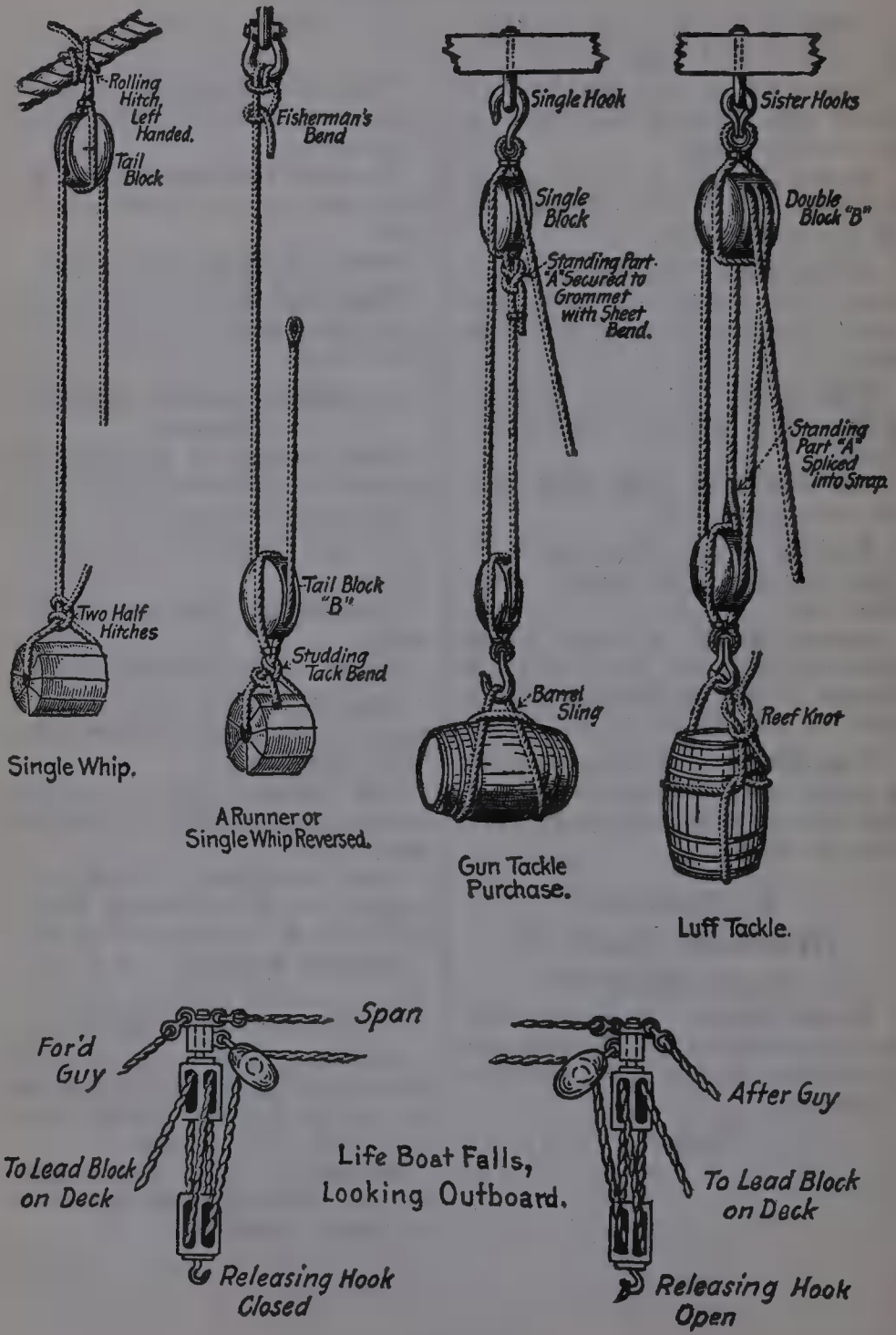
Treble-fold Block. A block with three sheaves.

2. Blocks Used for Special Purposes

Cat Block. The lower block of the old type of cat-fall, usually double or three-fold.



DETAILS OF A SNATCH BLOCK


Rolling Hitch, Left Handed.
Tail Block
Two Half Hitches
Single Whip.
Fisherman's Bend
Tail Block "B"
Studding Tack Bend
A Runner or Single Whip Reversed.
Single Hook
Single Block
Standing Part "A" Secured to Grommet with Sheet Bend.
Barrel Sling
Gun Tackle Purchase.
Sister Hooks
Double Block "B"
Standing Part "A" Spliced into Strap.
Reef Knot
Luff Tackle.
Span
For'd Guy
To Lead Block on Deck
Releasing Hook Closed
Life Boat Falls, Looking Outboard.
After Guy
To Lead Block on Deck
Releasing Hook Open

TACKLES

Cargo Block. A large metal block used on a cargo boom.

Clump Block. A small oval block with rounded shell used on staysail pendants.

Dasher Block. A small signal halliard block secured at the end of the spanker gaff.

Fiddle Block. An elongated shell with two sheaves, the larger one on top; the falls lead the same way.

Fish Block. The lower block of a fish tackle and fitted with a fish hook.

Gin Block. A metal block with an open metal shell.

Leading Block. A single block used to make a fair lead for running gear.

Snatch Block. A single block fitted so that the shell or hook hinges so that the bight of a rope may be passed through it.

Viol Block. A block similar to a snatch block but without a hinge; the bight of a rope may be dropped into the sheave.

C. TACKLES

(Pronounced "Taykle")

1. General Classification

Double Whip. A tackle with two single blocks and standing part not secured to one of the blocks—Power = 2.

Four-fold Purchase. A tackle with two four-fold blocks — Power = 8.

Single Whip. A tackle with a single stationary block — Power = 1.

Three-fold Purchase. A tackle with two three-fold blocks — Power = 6.

Two-fold Purchase. A tackle with two double blocks — Power = 4.

Whip. Same as single whip.

Whip and Runner. A single whip used as a pendant tackle — Power = 1.

2. Tackles Used for Special Purposes

Deck Tackle. A heavy double purchase used about the decks.

Gun-tackle Purchase. A tackle with two single blocks — Power = 2.

Handy-billy. Same as watch tackle.

Jigger. Same as watch tackle.

Long Tackle. A tackle with two sets of double single-sheave blocks — Power = 4 or 5.

Luff Tackle. Same as watch tackle, but the upper block fitted with a tail.

Luff Upon Luff. A luff tackle clapped on to the hauling part of another luff — Power = 12 or 16.

Pendant Tackle. A tackle hooked on to a pendant, used principally in setting up rigging.

Relieving Tackle. A tackle of double and single blocks rove with an endless fall and used to relieve the regular tiller tackles.

Runner. A tackle with a single moving block with the end of the fall fast — Power = 2.

TACKLES.

Upper Formula Shows Ratio of W to P Disregarding Friction.
Lower Formula Shows Ratio of *W* to *P* Allowing for Friction.

Runner and Tackle. A runner with a watch tackle clapped on to the hauling part of the fall — Power =4.

Single Spanish Burton. A tackle with three single blocks. Seldom used.

Stay Tackle. A tackle made fast to a stay as in hoisting cargo out of a hatch.

Watch Tackle. A tackle with a single and a double block, the standing part of the fall made fast to the single block — Power = 3 or 4 depending on which is the movable block.

D. TERMS USED

Block-and-Block. Same as two blocks.

Chock-a-Block. Same as two blocks.

Choked. The falls foul in a block; the falls may be choked intentionally for a temporary securing.

Hauling Part. That part of the fall of a tackle upon which power is applied.

Iron-bound. A block fitted with a metal strap.

Leading Part. Same as hauling part.

Mousing. Small stuff seized across a hook to prevent it from unhooking.

Overhaul. To separate the blocks of a tackle to lengthen the fall.

Reeve. To pass a rope through an aperture.

Render. To pass through freely.

Standing Part. That part of the fall of a tackle which is made fast.

Tail On. An order to lay hold of a rope and pull away.

Thorough Foot. A fall of a tackle which is twisted or a block of which has been capsized through the falls.

Two Blocks. When the two blocks of a tackle have been drawn as close together as possible.

Up Behind. An order to cease pulling and slack up roundly so that the gear may be belayed.

Veer and Haul. To slack up and haul away alternately.

Walk Back. An order to keep the gear in hand but walk back with it towards the belaying point.

SHIP COMPASS

BOAT COMPASS

COMPASS CARDS

CHAPTER 5

Compass, Log and Lead

A. FITTINGS

1. Compass Fittings

Binnacle. The stand, usually of brass or composition, in which the compass rests and which contains the compensating magnets.

Compass. An instrument for determining courses steered and bearings, by indicating the magnetic or true North and the ship's head.

Compass Card. The pivoted card-board or tinned brass card of a compass carrying the bundles of magnets and marked on the periphery in degrees and quarter points.

Correctors. The permanent magnets for correcting semi-circular deviation, the soft iron spheres for correcting quadrantal deviation, the vertical bar for correcting heeling error and the vertical soft iron Flinders bar.

Dumb Compass. Same as Pelorus.

Gimbals. A pair of rings one within the other and with axes at right angles to one another for supporting the compass and maintaining it horizontal.

Gyro Compass. A compass consisting of a rapidly spinning rotor so swung as to maintain its axis in the geographical meridian and pointing to the true North.

Magnet. A polarized piece of metal, each end of different polarity.

Magnetic Compass. A compass in which the card carries bundles of magnets and thus points towards the magnetic pole.

Pelorus. An instrument used for taking bearings and consisting of a circular flat metal ring, on gimbals, and mounted on a vertical stand.

Radio Compass. An apparatus for obtaining the direction of radio sending stations and thus plotting a vessel's position.

Standard Compass. The compass used by the Navigator as a standard.

Steering Compass. The compass by which the ship is steered.

2. Sounding Fittings

Breast-band. The band of canvas lashed in the chains across the breast of the leadsman.

Chains. The station for the leadsman.

Deep Sea Lead (pronounced dip-sea). A lead of 50 pounds weight, armed and used with the deep-sea

leadline, which is 120 fathoms or over.

Drift Lead. A hand lead of from 14 to 20 pounds dropped over the side when at anchor to give notice if the vessel drags.

Hand Lead. A lead of from 7 to 14 pounds used with the hand lead line for ascertaining the depth of water in entering or leaving port.

Sounding Machine. A machine consisting of a drum mounted on a stand and carrying the sounding wire; it may be unclamped so as to revolve freely when paying out the wire or may be wound in by crank handles.

Sounding Tube. A tube secured above the lead and registering the depth of water.

3. Speed Measuring Fittings

Chip Log. A speed measurer used on sailing vessels and consisting of a chip or quadrantal sector of wood weighted and fitted with a bridle and toggle, a log line, and a measuring glass.

Forbes Log. A patent log working on the principle of the pressure of the water along the keel due to the speed of the ship; the water acts on a screw rotator at the bottom of a tube open fore-and-aft and actuates the recording mechanism.

Nicholson Log. A patent log working on the principle of the pressure of the water along the keel due to the speed of the ship; the water passes up a vertical tube and registers by means of a float.

Patent Log. See taffrail log.

Rotator. A spindle placed at the end of a log line and rotating similarly to a propeller by the action of the water on its radial blades.

Taffrail Log. The log mounted on the taffrail and consisting of a rotator, a log line and a recording device.

4. Sound Signal Fittings

Fessenden Oscillator. A sending and receiving submarine sounding apparatus capable of being installed on board ship.

Submarine Bell. A submerged sound transmitting apparatus actuated by timed mechanism as a warning of a danger to navigation.

B. TERMS USED

1. Compass Terms

Cardinal Points. The four principal points of the compass—North, East, South and West.

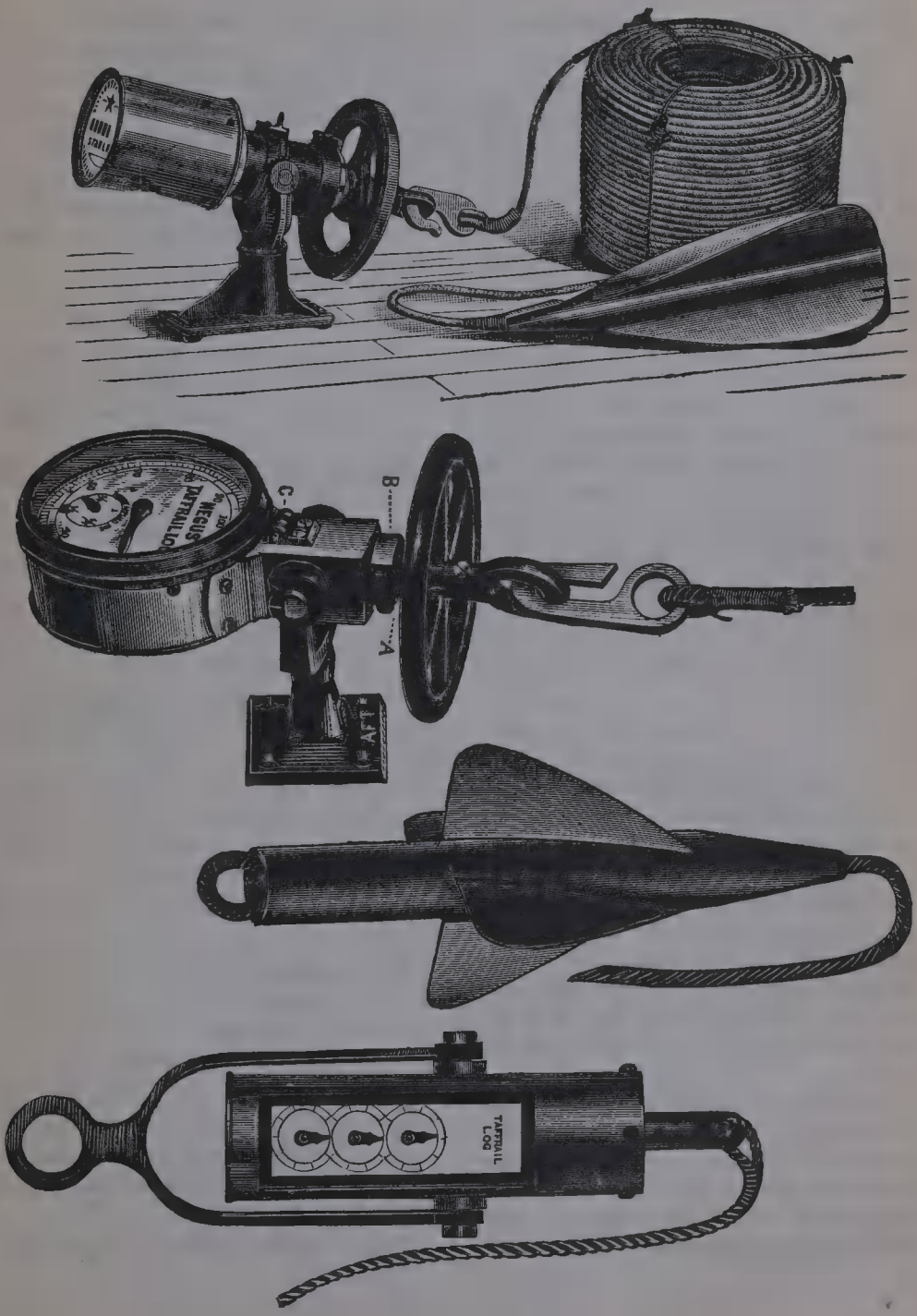
Compensate. To correct a compass for magnetic attraction so that the compass will point very nearly to magnetic north.

Degree. 1/360th of a circumference.

Intercardinal. The four points midway between the cardinal points—Northeast, Southeast, Southwest and Northwest.

Lubber's Point. The vertical black line marked on the inner surface of the bowl of a compass indicating the compass direction of the ship's head.

Point. One of the 32 divisions



LOG AND LEAD

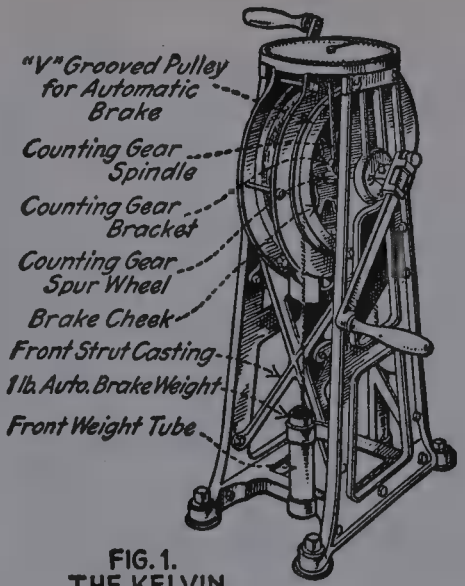


FIG. 1.
THE KELVIN SOUNDING MACHINE
(Kelvin and Wilfred O. White, Boston)

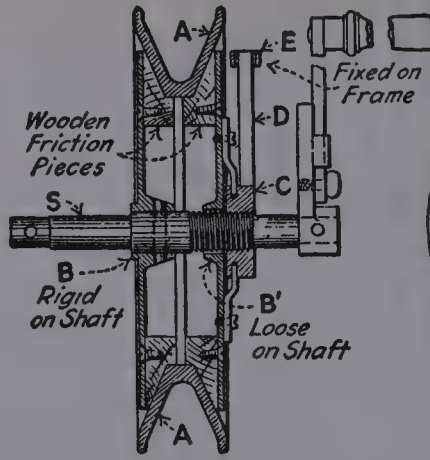


FIG. 2.
DETAILS OF KELVIN MACHINE

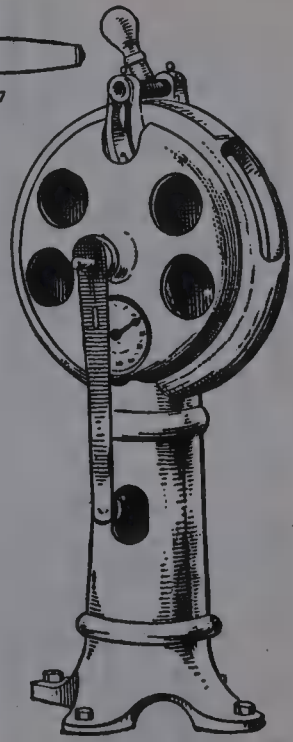


FIG. 3.
THE TANNER-BLISH MACHINE

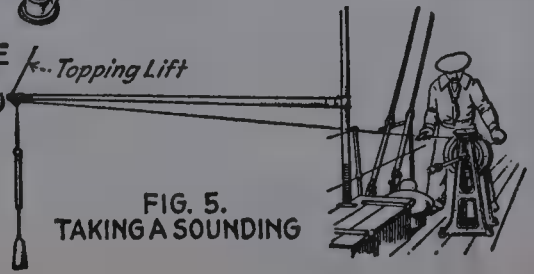


FIG. 5.
TAKING A SOUNDING

SOUNDING MACHINES

of a compass card and equal to 11¼ degrees.

2. Sounding Terms

Arming. The tallow placed in the cavity at the bottom of a lead for the purpose of bringing up a sample of the bottom.

Deeps. The fathoms of a lead line which are not marked.

Fathom. Six feet.

Heave the Lead. The operation of taking a sounding with the hand lead.

Leadsman. The seaman detailed to the chains for heaving the lead.

Mark. The fathoms of a lead line which are marked.

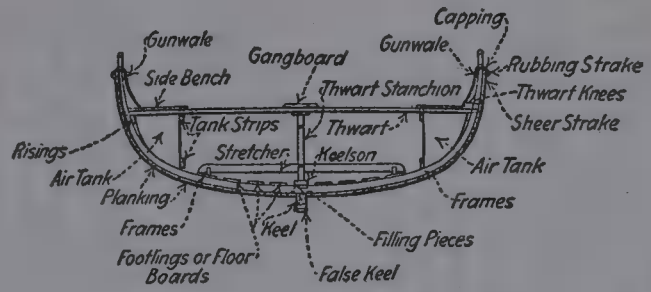
Watch ho! Watch! The word passed along from forward aft in heaving the deep-sea lead as a warning that the line is running out.

3. Speed Measuring Terms

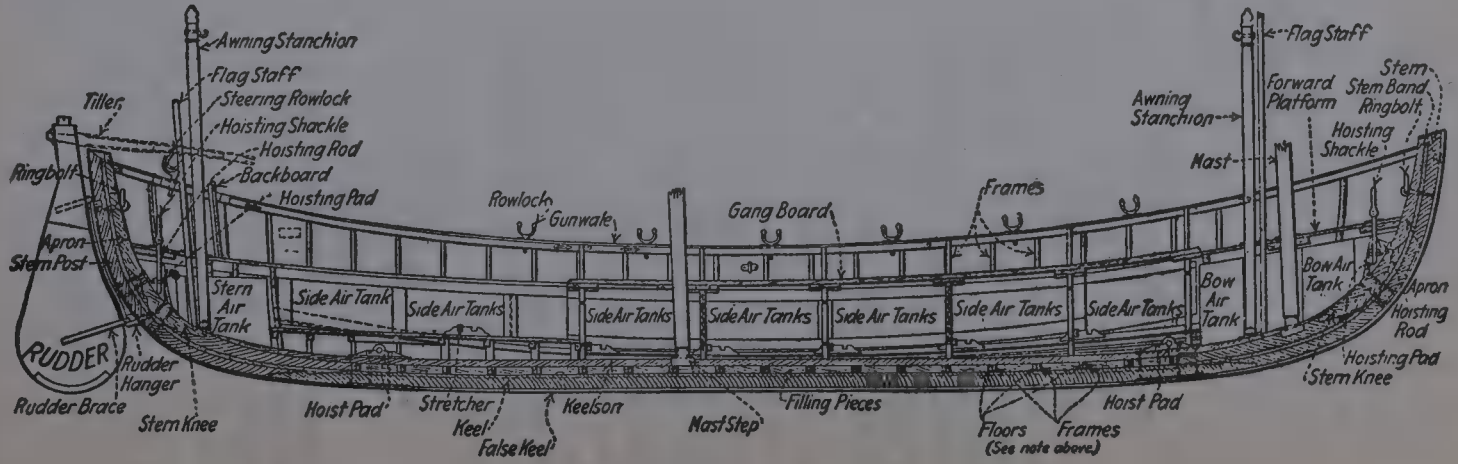
Heave the Log. The operation of taking a speed measurement by use of the chip log.

4. Sound Signal Terms

Submarine Signal. A system for transmitting and receiving sound signals through the water, so that the direction of the transmitting source may be determined.



Notes.
In general nautical usage, the upper rail of the boat is called the gunwale. The floors lie along side the frames across the bottom of the boat only.



PARTS OF A BOAT

CHAPTER 6

Boats

A. PARTS OF BOAT

1. Names of Parts of Boat

Cockpit. The space in a boat abaft the cabin.

Floor. The more or less horizontal portion of the bottom of a boat and on which she rests when aground.

Forward Platform. The platform in the eyes of a boat and forward of the foremast.

Gunwale. The rail of a boat.

Keel. The fore-and-aft timber from stem to stern post forming the backbone of the boat.

Rising. A narrow strake of board running fore-and-aft outboard and supporting the thwarts.

Stern Board. The planking serving as a foot-rest for the steersman of a boat.

Stern Sheets. The space in a boat abaft the after thwart.

2. Permanent Fittings

Air Tank. A metal air-tight tank built into a boat to ensure flotation when boat is swamped.

Center Board. A wooden or metal board carried in a fore-and-aft trunk and capable of being lowered to overcome the leeway of a boat sailing on the wind.

Cleat. A fitting of wood or metal with horns, used for securing lines.

False Keel. A timber bolted below the main keel as a protection for the latter.

Filling Pieces. Blocks of wood fitted athwartship between the keel and keelson.

Footling or Floor-board. Fore-and-aft planking fitted on top of the keelson.

Frames. Timbers secured athwartship and forming the body of a ship or boat.

Gang-board. The fore-and-aft plank running amidships from the forward platform to the after thwart.

Keelson. The timber bolted on top of the keel and utilized for strengthening the ship's structure.

Mast Step. The frame on the keelson into which the heel of a mast is stepped.

Rudder Braces. Braces fitted to the rudder of a boat.

Rudder Hanger. A hollow metal fitting secured to the stern post of a boat and in which the rudder is hung.

Side Bench. The fore-and-aft planking fitted outboard over the

air tanks of a boat so fitted, and to protect the tank.

Stem. The timber at the extreme forward part of a boat secured to the forward end of the keel and supporting the bow planks.

Stern Post. The timber at the extreme after part of a boat secured to the after end of the keel.

Thwart. The athwartships seats in a boat.

Thwart Stanchions. The vertical stanchions fitted amidships in a boat under each thwart, as a support for the thwart.

B. BOAT EQUIPMENT

1. Carried in the Boat at All Times

Backboard. A rest for the steersman's back, consisting of an athwartship vertical board.

Bow Painter. The rope secured in the bow of a boat used for securing the boat.

Canopy Cover. A canvas cover secured to frames shipped in the rail of a boat as a protection against the weather.

Gudgeons. A support for a rudder consisting of metal braces bolted to the stern post and with eyes to take the pintles of the rudder.

Hank. Metal or wooden rings on a stay for securing the luff of a headsail.

Hoisting Pad. A metal piece bolted to the bottom of the boat and with an eye to which the hoisting rod is bolted.

Hoisting Rod. A vertical metal rod bolted to the hoisting pad and to whose upper end the hoisting shackle is bolted.

Hoisting Shackle. A shackle bolted to the hoisting rod and to which the lower block of the boat falls is hooked.

Horse, or Deck Horse. The iron bar or strap fastened to the deck and upon which the traveller travels.

Mast. A vertical spar supporting the booms, gaffs and sails.

Mast Hoop. A wooden hoop around a mast to which the luff of a fore-and-aft sail is secured.

Oarlock. Same as rowlock.

Out-rigger. A spar of wood or iron rigged out to give spread to standing or running rigging.

Pintle. A bolt of metal secured to the rudder and fitting into the gudgeon, for a swinging support for the rudder.

Plug. A wooden wedge fitting into a plug-hole in the bottom of a boat; the hole is for the purpose of draining water from the boat.

Ringbolt. A bolt fitted with a ring through its eye, used for leading running rigging.

Rowlock. A metal fitting fitted into a socket on the rail of a boat as a rest for an oar; also the square cut into the rail for the same purpose.

Rudder. A flat wooden shape fitted on the stern post by pintles swivelling in gudgeons, and for the purpose of steering the boat.

Steering Crutch. A metal swivel

fitting on the quarter rail of a lifeboat as a support for the steering oar.

Sternfast. The rope secured in the stern of a boat and used for securing the boat.

Thole-pin. A metal pin fitting into a socket on the rail and over which a rope grommet is placed to serve as a rowlock.

Tiller. A short piece of iron or wood fitting into the rudder head and by which the rudder is turned.

Traveller. An iron ring for the sheet blocks of staysails and fore-and-aft sails, sliding athwartships along a deck horse.

2. Removable Equipment

Awning. A canvas canopy secured over a ship's deck as a protection from the weather.

Becket Rowlock. A rowlock formed of a rope grommet secured over a thole-pin in a sailing-launch.

Boat Cloth. A blue cloth thrown over the stern-sheets for officer passengers.

Boat Cover. A canvas cover used to protect a boat when secured in her cradle.

Flagstaff. A staff shipped in a socket in the stern of a boat for the ensign.

Foot-board. An athwartship piece of wood fitting into notches and used as a brace for an oarsman.

Furling Line. A small line secured to the mast and used for furling a fore-and-aft sail.

Gasket. A small piece of canvas or line used for furling a sail.

Lee-board. A board used as a center-board but secured over the side of a flat-bottomed boat.

Oar. A wooden implement used to row a boat.

Sail Cover. A canvas cover used to protect sails from the weather, when furled.

Side Curtain. Canvas secured fore-and-aft in canopy cover openings as a protection against spray; also canvas spread between the rail and the ridge-ropes as a protection against the wind.

Steering Oar. A long heavy oar used for steering a life-boat and fitting into the steering crutch.

Stretchers. Foot braces for oarsmen and consisting of pieces of wood placed athwartships in the bottom of a pulling boat.

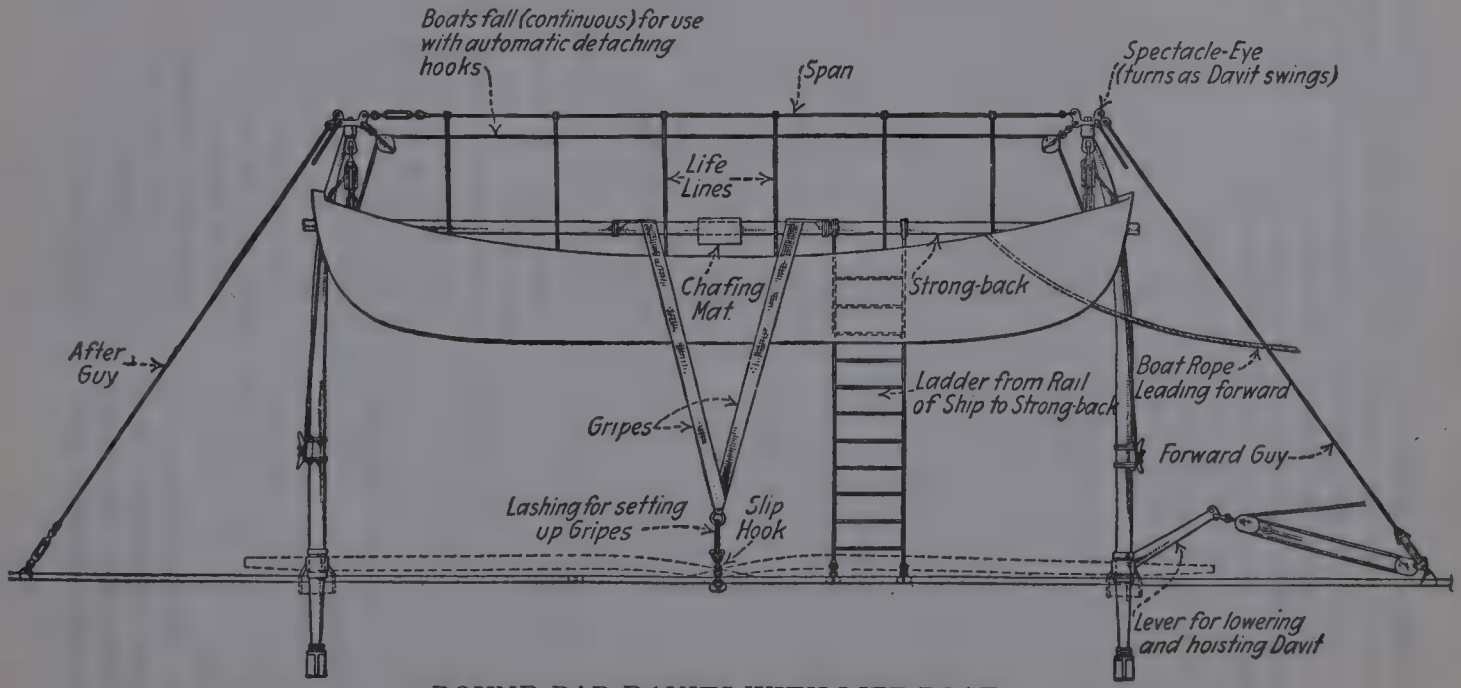
3. Additional Equipment or Gear

Boat Number. The number used to designate a ship's boat; boats have two kinds of numbers—the Bureau number carved in the boat, and the ship's boat number to designate a certain boat.

Gripes. Metal fastenings for securing a boat in its cradle; canvas bands fitted with thimbles in their ends and passed from the davit heads over and under the boat for securing for sea.

Gripe Lashing. A lashing spliced to the legs of the gripes and secured either to the davit head or the strongback.

Lizard. A rope fitted with a



ROUND BAR DAVITS WITH LIFE BOAT.

thimble or thimbles and used ■■ ■ leader for running rigging; ■ running lizard is fitted to the middle of ■ life-boat's falls for use in taking up the slack when hoisting.

Sea Painter. A length of rope leading from forward on ■ ship outboard of everything and secured by toggle to the forward inboard thwart of ■ life-boat when rigged for sea; it tends to throw the bow of the boat out when it is waterborne.

Slings. A fitting for hoisting a boat by a boat crane or boom and consisting of ■ metal ring with four wire pendants spliced to it. Two of these pendants are for steadying lines athwartships and the other pendants shackle to chain bridles permanently bolted to the keel.

Strongback. A light spar lashed to a pair of boat davits and serving as ■ spreader for the davits.

C. DAVITS AND HOISTING GEAR

Boat-fall. A purchase of two blocks and a length of rope for hoisting a boat to its davits.

Chafing Mat. A mat woven from strands of old rope and used to prevent chafing.

Davit. A curved metal spar fitting in ■ socket on deck and projecting over the side or stern for hanging a boat.

Davit Guy. A light wire rope secured to an eye on the davit head, set up by ■ lanyard on the rail and used to swing and steady a davit.

Davit Lever. A metal lever fitted at the step of ■ davit and used to lower and hoist the davit from its step.

Ladder. A metal, wooden or rope stairway.

Life-line. A line secured along the deck to lay hold of in heavy weather; ■ line thrown on board a wreck by ■ life-saving crew; ■ knotted line secured to the span of a life-boat davits for the use of the crew when hoisting and lowering.

Slip-hook. A hook fitted with ■ tripping link so that it may be readily released, as in securing the gripes of a life-boat.

Span. A rope made fast at both ends with ■ purchase hooked to its bight; a wire rope between davit heads and set up by a turn-buckle.

Spectacle Eye. A metal piece fitted over ■ davit head and with two eyes, one for the guy and the other for the span.

D. STANDING RIGGING

Backstay. A rope bracing ■ mast from aft and leading from the mast-head to the rail.

Bobstay. A rope or chain preventing the bowsprit from jumping, and leading from the end of the bowsprit to the vessel's stem.

Bumpkin. A short spar extending horizontally out from ■ ship's sides to give a lead to running or standing rigging.

Bumpkin Shrouds. Ropes of iron securing a bumpkin vertically to the vessel's side.

Gaff Vang. A rope leading from

the peak of a gaff to a vessel's rail and used to steady the gaff.

Guy. A rope used for steadying purposes.

Jackstay. A wooden or iron stay bolted to the under side of a gaff for securing the head of a fore-and-aft sail; also a commonly used term for many ropes or rods used for securing purposes.

Jumperstay. An extra stay from the masthead to the rail and set up by a tackle.

Shrouds. Side stays of hemp or wire from the masthead to the rail and set up by dead-eyes.

Spreader. A horizontal iron or wooden spar fitted to a mast and used to spread the shrouds and stays.

Spring Stay. A horizontal stay between lower mastheads.

Stay. A rope of hemp, wire or iron used for supporting a mast.

Whiskers. Horizontal spars of wood or iron projecting on each side of the bowsprit and to give spread to the jib-boom guys.

E. RUNNING RIGGING

Brails. Ropes used for furling fore-and-aft sails such as the spanker into the mast. They may be foot, throat or peak brails.

Downhaul. A rope led from the head of a headsail and through a block at the foot of the stay for hauling down the sail.

Halliards. Ropes used for hoisting gaffs and sails.

Head Sheets. The sheets of head sails.

Lazy-jack. A length of rope secured at the masthead and with a bridle at each end secured to the boom, and for the purpose of preventing the sail from falling on deck when it is lowered.

Outhaul. The rope used to haul out the clew and the head of a sail that brails in to the mast.

Sheet. The rope used to spread the clew of head sails and to control the boom of boom sails.

Shroud Whip. Usually called a rigging luff, consisting of a gun-tackle purchase for setting up shrouds.

Snorter. A single line fitted with an eye secured to the foot of a mast to take the heel of a sprit, or to the yard of a lug rig into which the halliards hook.

Tackline. The rope that hauls down the tack of a gaff topsail.

Topping Lift. A rope used for topping up a boom and taking its weight.

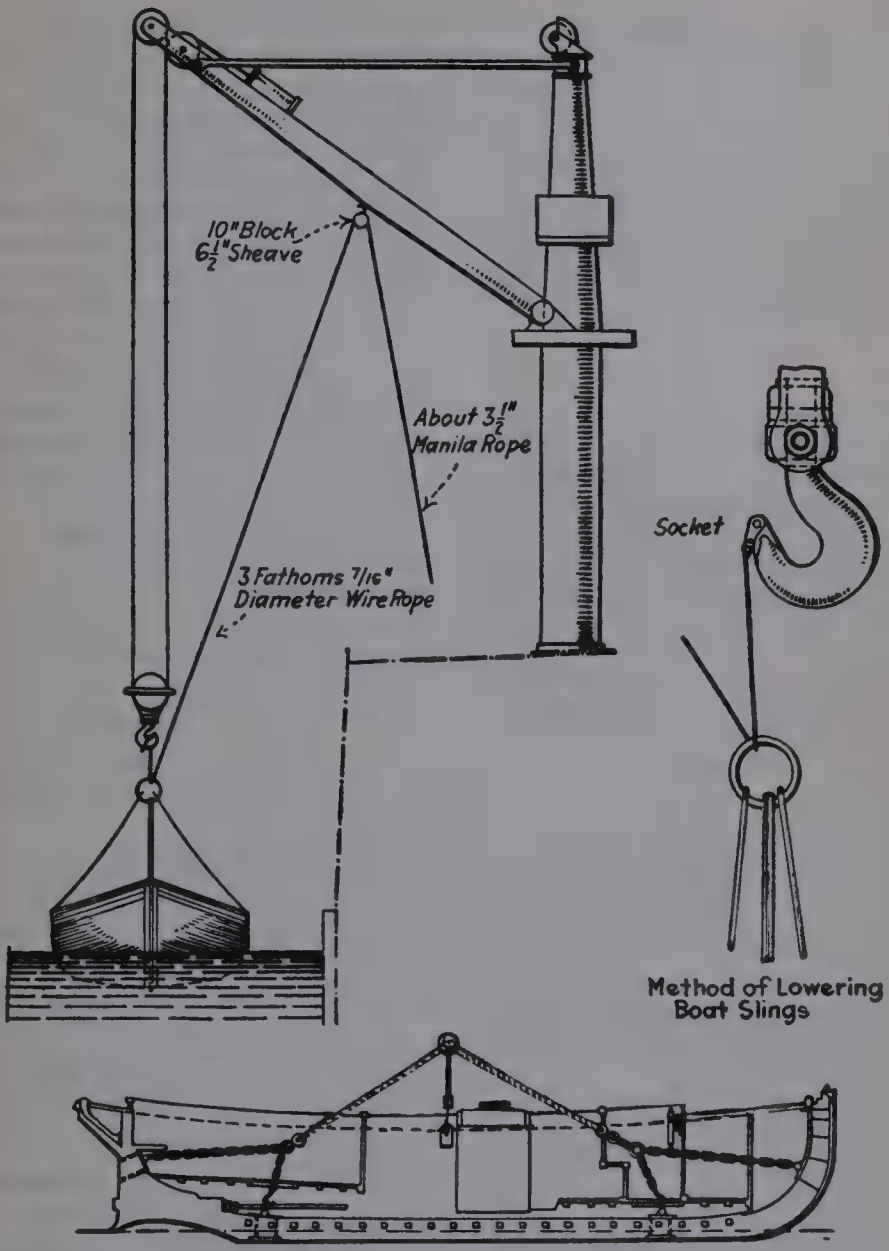
Topping Lift Bridle. Where fitted, the bridle secured to the outer end of the boom and through which the topping lift is rove.

F. SPARS AND FITTINGS

Boathook. A wooden staff with a metal hook at one end used for fending off or holding on.

Boom. A spar used for extending the foot of a fore-and-aft sail.

Bowsprit. A spar extending forward from the stem and carrying the lead of part of the gear for the head sails.



HANDLING A HEAVY BOAT.

Cap. A wooden block used for holding two spars together, such as the topmast to the lowermast, or the jib-boom to the bowsprit.

Club Topsail Sprit. The spar to which the luff of the club topsail is laced—the spar to which the foot is laced is called a club.

Gaff. The spar to which the head of a fore-and-aft sail is secured.

Goose-neck. An iron hook secured to the inner end of a boom having no jaws, and fitting into an iron eye carried on the mast.

Horns. The jaws of a boom or gaff.

Jaws. The two horns bolted one on each side of the inner end of a boom or gaff to keep it to the mast.

Jib-boom. A spar rigged out beyond the bowsprit and through the bowsprit cap.

Jury Mast. A temporary mast rigged to the stump of a mast carried away in heavy weather.

Mast. A spar projecting vertically and supporting booms, gaffs and sails.

Parrel Lashing. The lashing used to keep the gaff of a fore-and-aft sail in to the mast.

Sprit. A small spar used to hoist the peak of a boomless and gaffless sail. The upper end of the sprit fits into a grommet or becket, and the lower end rests in a snorter secured near the foot of the mast.

Tongue. The block of wood secured between the jaws of a gaff and which travels on the mast. It is fitted with a bolt between the jaws so as to ride smoothly on the mast.

Topmast. The mast next above the lower mast.

Truck. The flat circular piece of wood secured at the top of the highest mast or at the top of a flagstaff.

Yard. A light spar to which the head of a lug rig sail is secured; in a square-rigged vessel, the spar suspended horizontally from the mast and to which the head of a square sail is bent.

Yard Slings. The middle of the yard of a square-rigged vessel; the chain suspension of a lower yard.

G. PARTS OF SAILS

Batten. A thin strip of wood fitted into a pocket in the leach of a fore-and-aft sail to make the sail set better.

Bolt-rope. The rope around the edge of a sail and to which the sail is sewed.

Clew. The after lower corner of a fore-and-aft sail.

Foot. The lower edge of a sail.

Head. The upper edge of a sail.

Lacing. The rope used to lash the edge of a sail to a boom or gaff.

Leach. The after edge of a fore-and-aft sail.

Luff. The forward edge of a fore-and-aft sail.

Luff-earing. A short length of rope used to secure the reef cringle on the luff of a sail to the foot of the sail or to the boom in reefing.

Nock. The forward upper corner of a boom sail.

Peak. The upper after corner of a gaff sail.

Reef-band. A band of canvas sewed across a sail in the wake of the reef-points for additional strengthening.

Reef-cringle. A thimble or iron ring spliced in the bolt-rope on the leach and the luff of fore-and-aft sails in line with the reef-points.

Reef-earing. A short length of rope used to secure the reef-cringle on the leach of a sail to the boom. It must be hauled out through a fair-lead on the end of the boom and is secured to a cleat on the boom.

Reef-points. Short lengths of rope sewed on each side of the reef-band and secured around the foot of the sail in reefing.

Tack. The lower forward corner of a fore-and-aft sail.

Throat. The forward upper corner of a fore-and-aft sail.

H. SAILS

After Sails. The sails bent to the masts abaft the foremast.

Club Topsail. A topsail having the luff laced to a sprit and the foot to a club; used in sailing yachts.

Driver. A term sometimes used for spanker.

Foresail. The sail spread by the fore gaff and boom.

Fore Staysail. The head sail next forward of the foremast and setting on the fore stay.

Fore Topmast Staysail. The head sail setting on the fore topmast stay.

Gaff Topsail. The topsail set over a gaff with its foot spread by the gaff.

Head Sails. Sails forward of the foremast.

Inner Jib. The headsail next forward of the fore staysail on certain sailing types.

Jib. A headsail set on a stay forward of the foremast.

Jib Topsail. A headsail on a stay forward of the foremast, setting higher up than the jib.

Jigger. The fourth mast and sail from forward on a 5-, 6-, or 7-masted schooner; the after-mast and sail of a yawl.

Mainsail. The sail spread by the main gaff and boom.

Spanker. The after mast and sail of a schooner having more than three masts.

Spinnaker. A light racing triangular sail set on a spinnaker boom on the opposite side to the main boom when sailing free.

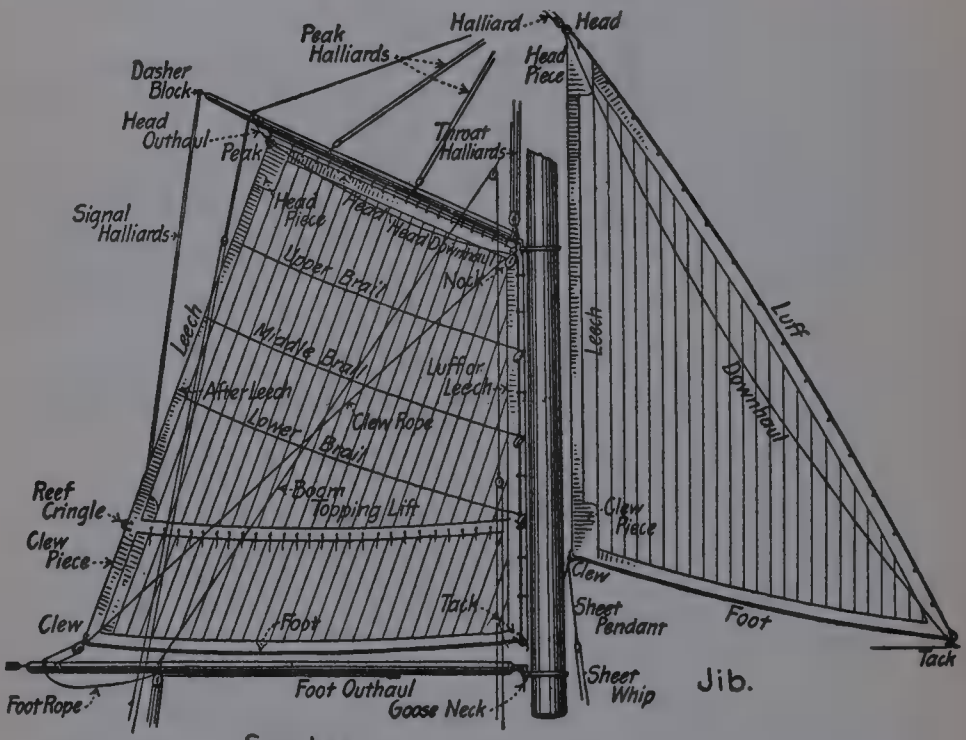
Staysail. A sail set upon a stay.

Topsail. A sail set over a lower sail.

I. TERMS USED IN PULLING

Blade. The flat part of the end of an oar that is thrust in the water when rowing.

Boat the Oars. The order to place the oars in the boat.



DETAILS OF SAILS

Catch. The point at the beginning of the stroke when the oar takes the water.

Catch a Crab. To turn the oar in the water improperly when rowing so that the oar must be thrown out of the rowlock to clear it.

Double-banked. A twelve-oared whale boat; where two or more oarsmen in any other type of pulling boat man an oar.

Feather. Turning the blade of an oar horizontally at the finish of a stroke.

Give 'way. An order to begin pulling.

Hold Water. An order to check a pulling boat's headway by holding the blades of the oars vertically in the water with the oars at right angles to the keel.

In Bows. An order to the bow oarsman or oarsmen to boat their oars and stand by with boat-hooks for a landing.

Lay on Oars. An order to a pulling boat's crew to stop pulling and to hold their oars with the blades horizontal and the oars at right angles to the keel of the boat.

Let Fall. An order to let the oars fall from the position toss into the rowlocks.

Loom. The long part of an oar between the blade and the handle.

Muffled Oars. Oars silenced in pulling by soft chafing gear secured around the looms.

Oars. An order to stop pulling temporarily and to lay on oars.

Out Oars. An order to a pulling boat fitted with trailing oars to ship the oars in the rowlocks.

Pulling an Oar. Rowing.

Recover. The point at the end of the stroke where the oar is pulled out of the water; to swing the oar back from the end of one stroke to the beginning of the next.

Scull. To propel a boat by working an oar from side to side over the stern.

Single-banked. A six-oared whaleboat; where a single oarsman in any other type of pulling boat mans an oar.

Stand by the Oars. An order given to prepare to get the oars up or out.

Stern All. An order given to propel a boat astern by the use of the oars.

Stroke. The sweep of an oar; an order given at the catch of the stroke.

Toss Oars. An order given to raise the oars from the rowlocks to a perpendicular position, blades fore-and-aft, with the handles resting on the bottom of the boat.

Up Oars. An order given to raise the oars from the boat to a position of toss.

Way Enough. An order given to finish the stroke, toss and boat the oars.

J. TERMS USED IN SAILING

Aback. Same as in stays.

About. On the other tack.

Alee. When the helm is put over to leeward.

All-aback. When all the sails are in stays.

All in the Wind. When all the sails are shaking by being too close to the wind.

Ardent. Said of a sailing craft which requires weather helm to prevent her from flying up into the wind.

Bare Poles. When no sails whatsoever are set.

Bear Off. To keep a boat clear of a dock or another boat.

Bear Up. To put the helm up and let the boat run off to leeward.

Beating to Windward. Making progress against the direction of the wind when sailing on the wind or close-hauled.

Belly. Said of a sail when swelled out by the wind.

Blanket. A vessel is blanketed when another vessel is in such a position to windward as to take the wind out of her sails.

Boxing Off. A term used when a vessel's head is paid off after missing stays.

By the Wind. Sailing close to the wind but keeping the sails filled.

Close-hauled. Sailing close to the wind; same as full-and-by, on the wind, or by the wind.

Close Reefed. A sail is close reefed when it is reduced to the smallest area by the last row of reef points.

Douse. To take in, or lower a sail; to put out a light; to cover with water.

Draw. A sail when bellied out by the wind is said to draw.

Drop. The depth of a square-sail amidships.

Eating to Windward. Same as beating to windward.

Fill Away. The sails are said to fill away when they are bellied out as the nose of the boat falls off from the wind.

Flatten In. To haul in the sheets.

Flow. To ease out the sheets, so as to spill the wind.

Fore Reach. A vessel fore reaches when she shoots ahead to windward in tacking.

Full Spread. Having all sail set.

Furl. To gather up and secure a sail or awning.

Gain the Wind. To get to windward of another sailing vessel.

Go About. To tack.

Go Free. To sail with the sheets eased and the wind abaft the beam.

Go Large. Same as to go free.

Gybe (Sometimes spelled jibe). When sailing free to put the helm over so as to bring the boom on the opposite side.

Hand. To furl a sail.

Haul to Windward (Also called hauling her wind). To bring a vessel to the wind when sailing free.

Heave To. To bring a vessel's head to the wind and hold her there by the use of the sails.

In Sail. An order to take in the sails.

In Irons. The situation of a vessel having missed stays and when she refuses to fall off from the wind.

In Stays. The situation of a vessel when coming about and the wind is spilled from the sails.

Keep Her Full. An order to keep the sails filled.

Keep Her Off. An order to keep further from the wind.

Keep Her Up. An order to keep closer to the wind.

Knocked Down. The situation of a vessel when listed over by the wind to such an extent that she does not recover.

Large. Sailing with the wind free.

Let Her Off. An order to let the vessel go further from the wind.

Let Her Up. An order to let the vessel go closer to the wind.

Long Board. A long stretch on one tack.

Loose. To unfurl a sail.

Luff Her. An order to bring the vessel into the wind by putting the helm down.

Make Sail. An order to set the sails.

Mend. To mend a furl is to refurl a sail which has been improperly furled.

Miss Stays. The situation of a vessel which has failed to come about.

No Higher. An order not to let the vessel come closer to the wind.

Off the Wind. Sailing free.

On the Wind. Sailing close hauled.

Out-foot. To sail faster than another vessel.

Out-point. To sail closer to the wind than another vessel.

Pay Off. To fall off from the wind.

Pilot's Luff. To make a weather mark by pinching her.

Pinch Her. To sail so close to the wind as to allow the sails to shiver.

Plain Sail. The regular working sails of a vessel.

Port Tack. The tack on which the wind comes over the vessel's port side.

Press of Sail. All the sail that a vessel can carry.

Rap Full. With all sails filled and not quite close-hauled.

Reach. Sailing with a beam wind; head reaching is forging ahead when lying to; fore reaching is forging to windward when tacking.

Ready About. An order to prepare for coming about.

Reef. To reduce the area of a sail by making fast reef points and earings.

Running (free). Sailing with the wind astern or on the quarter.

Sailing Free. Same as running.

Sailing Trim. The trim of a vessel's sails; also said of a vessel when the sails are so trimmed as to make the best possible speed.

Scudding. Driving before a gale.

Scandalize. To drop the peak of a fore-and-aft sail.

Set Sail. An order to put to sea.

Shake. A vessel's sails shake when the wind is spilled.

Shake Out. To let out a reef and hoist the sail.

Shiver. Same as shake.

Short Board. A short stretch on one tack.

Shorten Sail. To take in or reef some of the sails.

Skin. The outside fold of canvas of a sail when furled.

Spill. To empty the wind out of a sail.

Stand by to Wear (gybe). An order to prepare for wearing (gybing).

Starboard Tack. The tack on which the wind comes over a vessel's starboard side.

Storm Canvas. Small heavy sails used in heavy weather to replace the regular sails.

Tack. To change from one tack to another by putting the helm down; close-hauled on the wind.

Take In. To lower and furl the sails.

Touch. Luffing until the leach shivers.

Unfurl. To cast loose a sail by throwing off the gaskets.

Wear. To change from one tack to another by putting the helm up.

Weather Gauge. The situation of a vessel to windward of another vessel.

Wing and Wing. Sailing with booms on opposite sides.

Work Up. To make progress to windward.

K. GENERAL BOAT TERMS

A-weather. To windward.

Back. Said of the wind when it shifts counter clockwise.

Bear Down. To approach from to windward.

Bear In. To approach the shore.

Boat Recall. A signal from a ship to recall a certain boat.

Bring To. To come to an anchorage.

Broaching To. To fly up into the wind unintentionally; to be thrown broadside on, in surf.

Capsize. To overturn.

Coxswain. The enlisted man in charge of a boat and usually serving as steersman.

Drive. To be forced to leeward under no control of sails or rudder.

Ease Her. An order to let her go off a little when close-hauled.

Edge Away. To gradually pay off from the shore or from a course.

Embark. To go on board.

Falling Home. Said of a vessel's sides when they incline up and inboard.

Falling Off. Paying off from the wind.

Flaring. Said of a vessel's sides when they incline up and outboard.

Flying Start. A racing start on time signal with a preparatory and a starting signal.

Full Due. Completely; to the fullest extent.

Hard-a-lee. To put the tiller all the way down.

Hard-a-weather. To put the tiller all the way up.

Head to Wind. The situation of a vessel in the eye of the wind.

Hoist Away. An order to haul up.

Housing. The part of a mast below the upper deck or the part of a bowsprit inboard of the stem.

In the Wind. So close to the wind as to have the wind spilled from the sails.

Keep Away. To alter the course from the wind or so as to avoid a danger.

Let Her Ride. An order to allow to remain.

Lie-to. Same as heave-to.

Lower Away. An order to lower down.

Man the Boat. An order to embark.

Mizzen. The third mast from forward of a vessel with more than two masts.

Out of Trim. Not properly trimmed or ballasted.

Overlap. The situation where an overtaking vessel has forged ahead so as no longer to have the choice on which side to pass.

Over-rigged. When a vessel has heavier gear than is necessary.

Over-sparred. When a vessel has heavier spars than is necessary.

Set Taut. An order to take in the slack and to take a strain on running gear preparatory to heaving it in.

Shove Off. An order to shove clear.

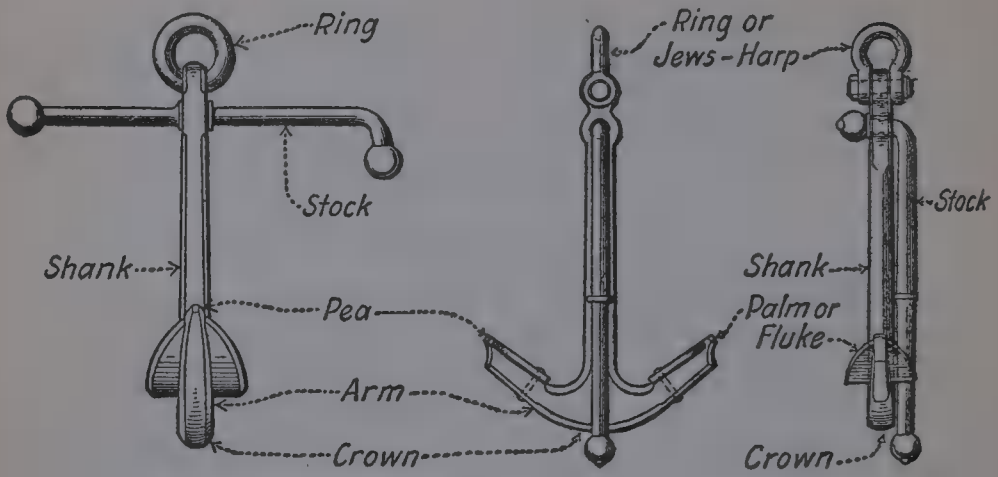
Slant of Wind. A favorable change of direction of wind.

Steadying Line. A line used for steadying purposes.

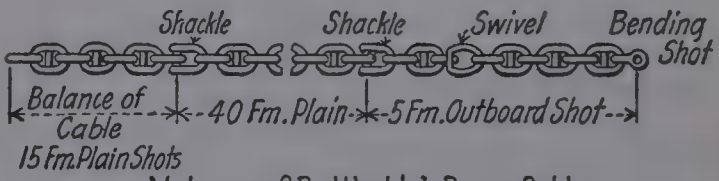
Sternboard. Progress backwards.

Up Behind. An order to come up on the boatsfalls so as to give slack for securing the falls to the cleat.

Weather. To windward.

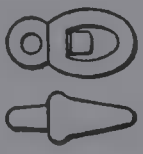


Old Fashioned Anchor.



Make-up of Battleship's Bower Cable.

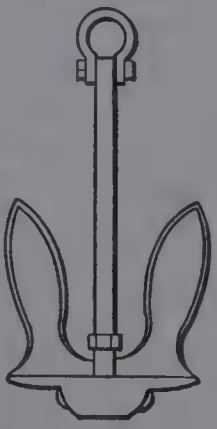
Shackle.



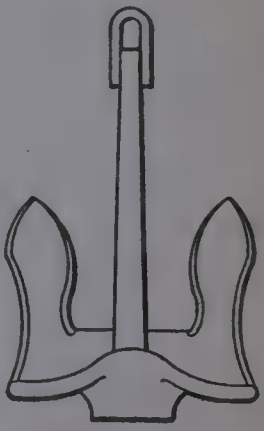
Swivel.

End Link.

Common Link.



Dunn Anchor.



Baldt Anchor.

ANCHORS

CHAPTER 7

Ground Tackle

A. TYPES OF ANCHORS

1. Classification of Types

Baldt. A patent anchor with the shank fitting in the crown by a ball and socket joint.

Grapnel. A small anchor with four arms, used for dragging purposes.

Grappling Iron. Same as grapnel.

Kedge. A small anchor used for kedging, by alternately planting ahead and hauling the ship up to it.

Old-fashioned. An anchor with a stock at right angles to the arms, the stock being capable of being laid down on the shank; it is fished and catted and stows on the bill-boards.

Patent. A stockless anchor housing in the hawse pipe.

2. Designation by Stowage

Bower. An anchor carried on each side of the stem.

Sheet. An anchor carried abaft a bower anchor.

Stem. The center anchor housed in the stem hawse pipe.

Stern. An anchor carried at the stern.

Stream. An anchor of medium weight formerly carried at the stern but now commonly stowed in various locations aboard ship other than in the eyes or at the stern.

B. ANCHOR CABLE

Bending Shackle. A shackle placed with the bowed end aft and connecting the chain cable to the ring of the anchor.

Common Link. The ordinary studded link of a chain cable.

Connecting Shackle. A shackle placed with the bowed end forward and connecting shots of the chain cable.

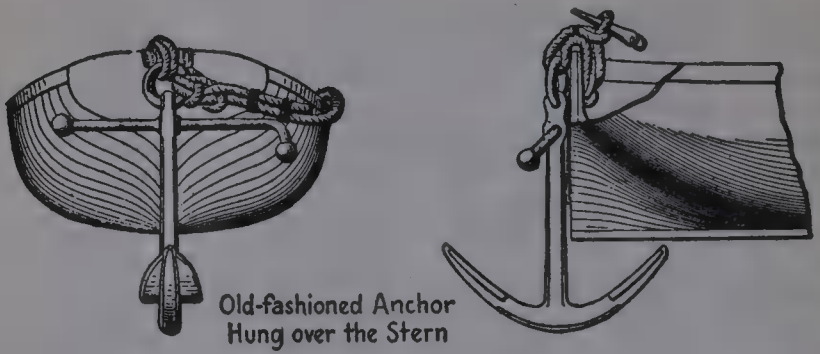
End Link. The open link next abaft the bending shackle.

Enlarged Link. A link of enlarged width connecting a common link to a short or long-end link or to a swivel.

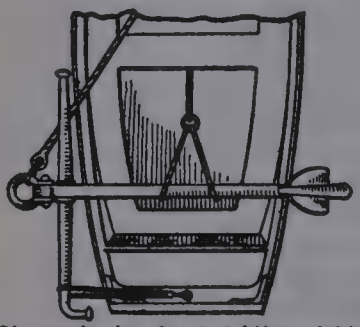
Forelock Pin. A steel pin locking the shackle bolt to the shackle.

Kenter Shackle. A shackle lately adopted in the Navy. In size and shape it corresponds to the ordinary links; it has a bayonet joint, and assembles with a stud held in place by a pin.

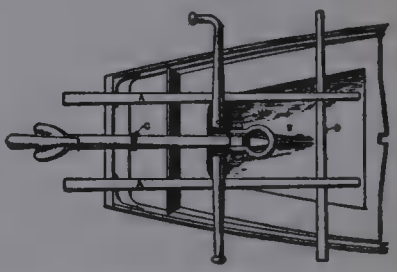
Links. The cast-steel or wrought-steel oval-shaped pieces making up the body of a chain cable.



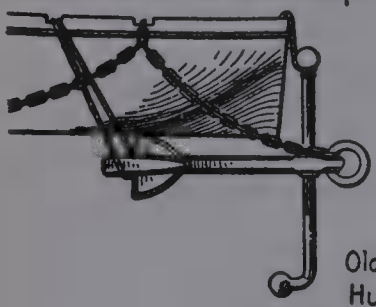
Old-fashioned Anchor
Hung over the Stern

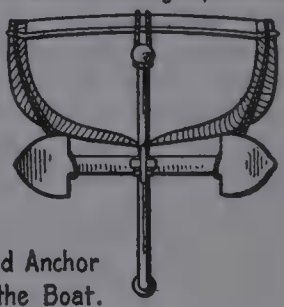


Stream Anchor Carried Athwartships

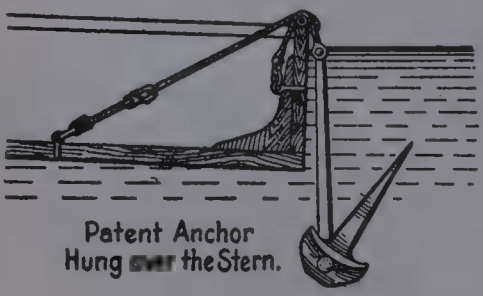


Stream Anchor in Large Square Stern Boat.

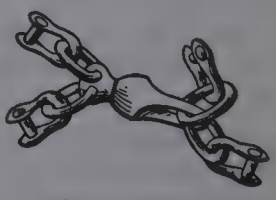




Old-Fashioned Anchor
Hung under the Boat.



Patent Anchor
Hung over the Stern.



Mooring Swivel.

CARRYING OUT ANCHORS

Long-end Link. An elongated link with stud placed near one end connecting the after end of a shackle to an enlarged link.

Mooring Swivel. A large heavy swivel with two links and shackles attached to each of its parts, for use in mooring ship; it is placed cup up.

Navy Standard Shackle. See kenter shackle.

Shackle. A horse-shoe shaped piece of iron or steel with eyes in the ends, closed by an egg-shaped bolt held in place by a forelock pin.

Shackle Bolt. The bolt of a shackle.

Short-end Link. An open link connecting the forward end of a shackle to an enlarged link.

Shot. A short length of chain, usually of 15 fathoms.

Studs. Strengthening pieces bound across links of a chain cable by the cooling of the link.

Swivel. A metal link with an eye at one end fitted so as to swivel and thereby keep turns out of the chain. A swivel is fitted near the inboard end of the first (5 fathoms) shot.

C. PARTS OF ANCHORS

Arm. The elbow at the lower end of the shank and terminating in the fluke.

Balancing Ring. The ring fitted at the balancing point on the shank of an old-fashioned anchor for fishing the anchor.

Ball. The extremity of the end of the stock of an old-fashioned anchor; it prevents the end of the stock from burying itself.

Bill. The extreme tip of the fluke.

Blade. The back of the palm.

Crown. The lowest part of an anchor, between the arms.

Fluke. The flat extremity of the arm which bites into the ground.

Jew's Harp. The ring bolted to the upper end of the shank and to which the bending shackle secures.

Palm. Same as fluke.

Pea. Same as bill.

Ring. Same as jew's harp.

Shank. The main piece of the anchor having the arms at the bottom and the jew's harp at the top.

Stock. The crosspiece of an old-fashioned anchor, at right angles to the arms.

Throat. The junction of the shank and arm.

Trend. Same as throat.

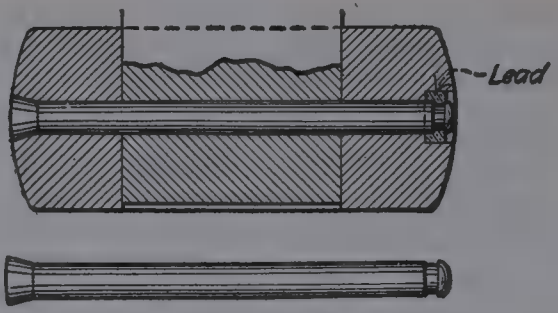
D. SECURING GEAR

Deck Stopper. A rope or wire stopper fitted with a stopper knot or a toggle and with a lanyard for lashing the cable.

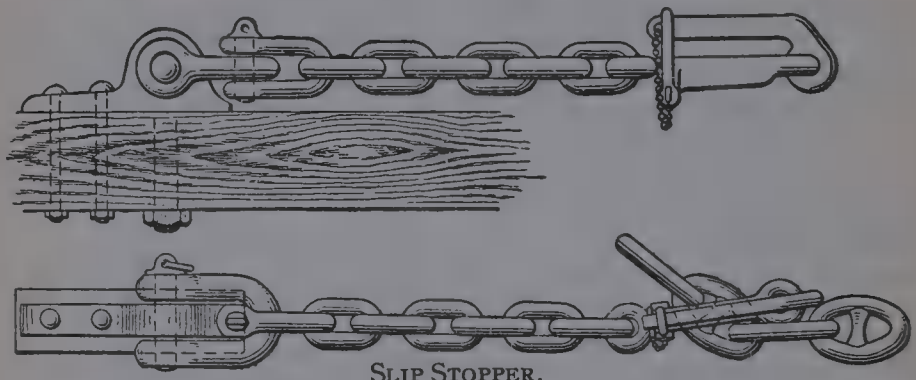
Housing Chain Stopper. A slip stopper fitted with a screw turnbuckle and used for securing an anchor in the hawse pipe.

Pelican Hook. A hinged hook fitted with a tripping-line made fast to an eye at the back of the hook; used for dropping an anchor clear of the ship's side.

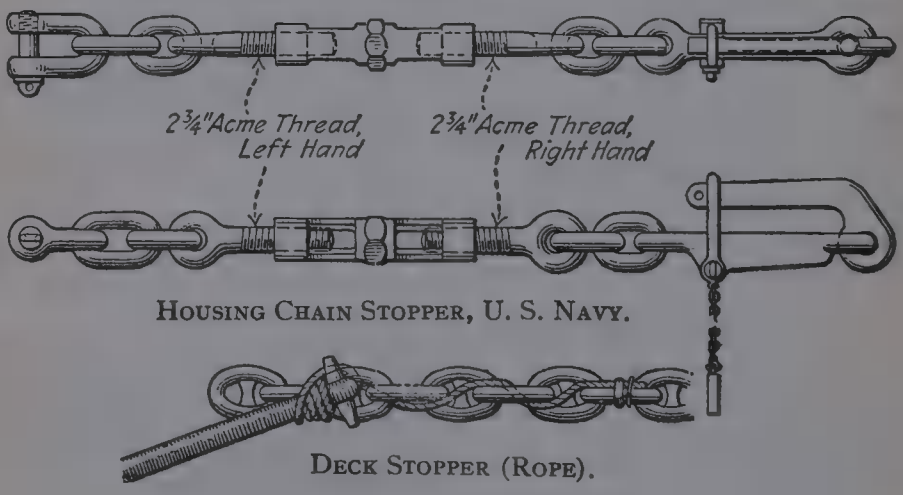
Ring Stopper. The rope or chain securing the upper end of the



DETAILS OF FORELOCK PIN AND LEAD KEYING RING FOR SHACKLES.



SLIP STOPPER.



HOUSING CHAIN STOPPER, U. S. NAVY.

DECK STOPPER (ROPE).

STOPPERS.

shank of an anchor on the bill-board to a toe of the tumbler arm.

Shank Painter. The rope or chain securing the fluke of an anchor on the bill-board to a toe of the tumbler arm.

Slip Stopper. A chain stopper hooked or shackled to the deck and fitted with a slip-hook for holding the cable.

E. GEAR USED IN HANDLING ANCHORS AND CHAIN

Anchor Bar. A wooden bar with an iron-shod wedge-shaped end, used in prying the anchor.

Bill-board. The flat sloping bed for an old-fashioned anchor, just abaft the cat head.

Bitts. A vertical wooden or iron timber or timbers projecting above the deck and used for securing gear.

Capstan. The vertical barrel situated on the forecastle and geared to the windlass.

Capstan-bar. A wooden bar which may be shipped in the capstan head for heaving the capstan around by hand.

Cat Davit. The davit used for the cat fall of an old-fashioned anchor.

Cat Fall. The fall used to cat an old-fashioned anchor.

Cat Head. The timbers projecting horizontally in the bows of a sailing ship and to which an old-fashioned anchor is raised or catted.

Chain Hook. Long metal hooks used in handling chain cable.

Clear Hawse Pendant. A short piece of open-link chain fitted with a slip or pelican hook and tailed with wire rope; used in clearing hawse.

Compressor. A curved iron bar swivelled to the under side of the deck at a chain-pipe and with an eye on the end for taking a tackle; it is used to snub the chain.

Controller. A fitting in the eyes over which a chain cable leads, and with a block which may be raised and which holds the cable by holding a link in a groove of the block.

Devil's Claw. A strong iron hook used as a stopper for chain cable.

Dip Rope. A length of open-link chain or wire fitted with an eye and shackle and tailed with a manila rope; used in clearing hawse and in mooring.

Easing-out Line. A line used in clearing hawse and in mooring, for easing out a chain which has been unshackled.

Fish Davit. The davit used in fishing an anchor.

Fish Hook. A large iron hook used to catch the arm of an old-fashioned anchor and to hoist the fluke onto the bill-board.

Fish Tackle. The tackle used in fishing an anchor.

Gypsey. The drum of a windlass or winch to which a line may be taken for heaving in.

Hawse Buckler. An iron plate covering a hawse hole.

Hook Rope. A rope fitted with

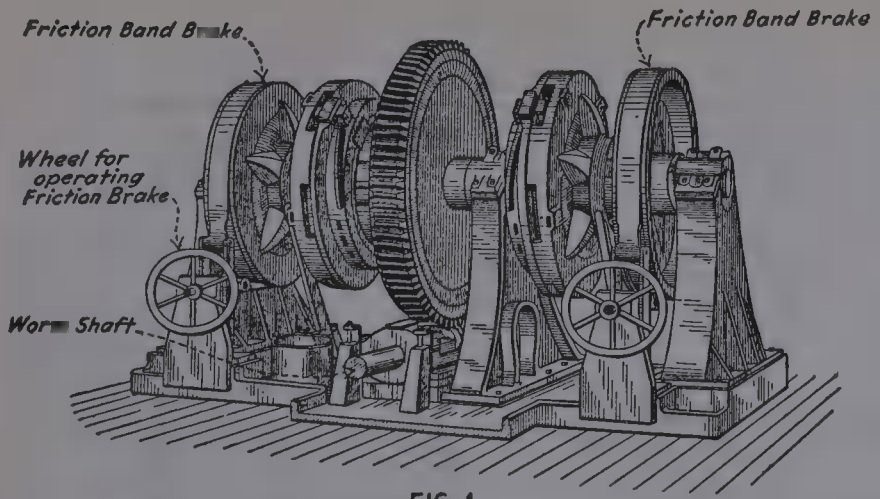
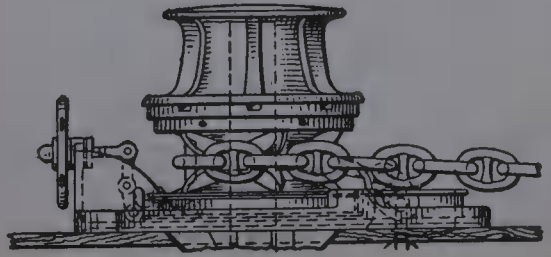
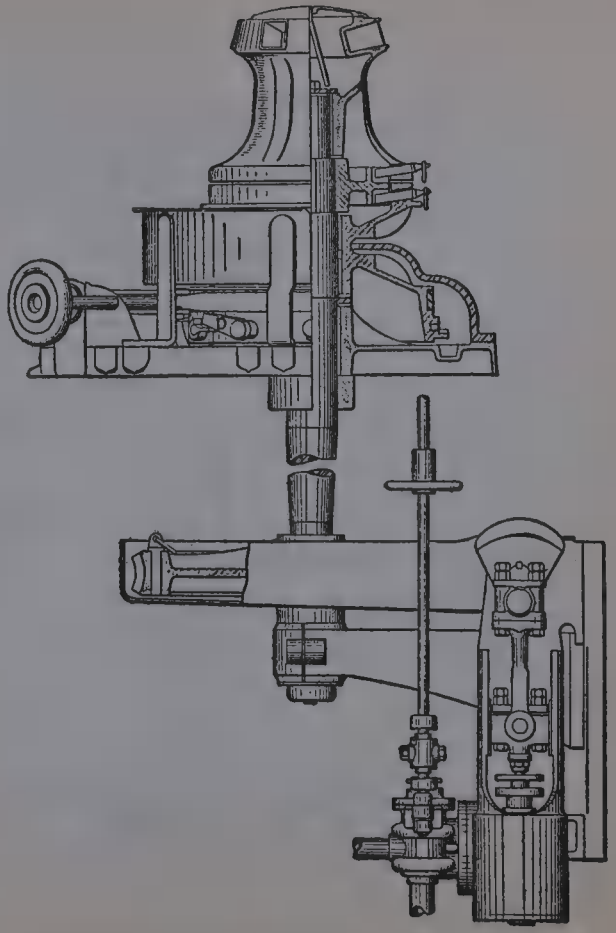


FIG. 1
HORIZONTAL WINDLASS
(EARLY TYPE)



VERTICAL WINDLASS
(EARLY TYPE)



DESTROYERS WINDLASS

Port
Center
Starb'd
A – Locking Wheel
B – Driving Head
C – Locking Head
D – Locking Blocks
E – Clutch
F – Clutch
Key
Key
SECTION THRU LOCKING AND DRIVING HEADS,-LOCKED
ELEVATION OF WINDLASS LOOKING FORWARD

a hook at one end, for use in handling chain cable.

Jackass. A conical canvas stopper stuffed with tarred oakum and hove tight into a between-deck hawse pipe as a watertight stopper.

Preventer Hawser. A hawser used in clearing hawse and secured to the chain as a preventer near the slip-hook of the clear hawse pendant.

Wildcat. A sprocket wheel on the windlass for taking the links of a chain cable.

Winch. An engine secured on deck and fitted with drums or gypseys driven on a horizontal axle.

Windlass. An anchor engine used for heaving in the chain cable and anchor.

F. TERMS USED IN HANDLING GROUND TACKLE

Apeak. Said of an anchor when hove in so that the chain leads up and down.

Athwart-hawse. Across a vessel's cable or stem.

Atrip. Said of an anchor when it clears the bottom in heaving in.

Bite. To take hold.

Bitt. To take a turn around the bitts with the cable so that it may be held fast or veered.

Break Ground. Said of an anchor when it lifts clear of the bottom.

Cast. To pay a vessel's head off in getting underway.

Cat. To heave an anchor up to the cathead and secure it there.

Clap On. To lay hold; to make more sail.

Clear Hawse. Chain leading clear and directly to the anchors when two anchors are down; the operation of clearing the hawse of turns.

Cockbill. To hang an anchor up and down clear of the water.

Come Home. Said of an anchor when it drags towards the ship in heaving in.

Dragging Anchor. To haul the anchor along the bottom when it fails to hold.

Elbow. Two crosses in a hawse.

Fish. To heave the flukes of an anchor to the bill-board.

Flying Moor. A moor in which the first anchor is let go while the vessel has way on.

Foul Anchor. Said of an anchor when the cable is twisted about it.

Foul Hawse. Said of the hawse when moored and the chain does not lead clear of the other chain.

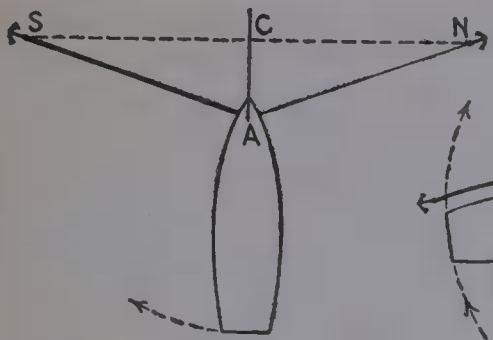
Girt. Said of a vessel when moored with such a taut mooring that she does not swing to tide or wind.

Grip. Said of an anchor when it bites and holds.

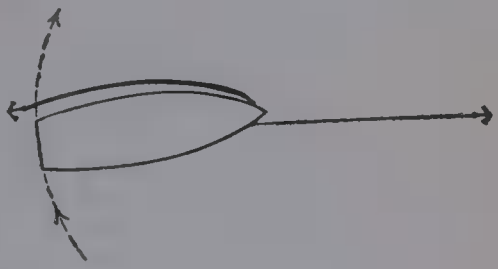
Heave In. To haul in.

Heave Round. To revolve the drum of a capstan, winch or windlass.

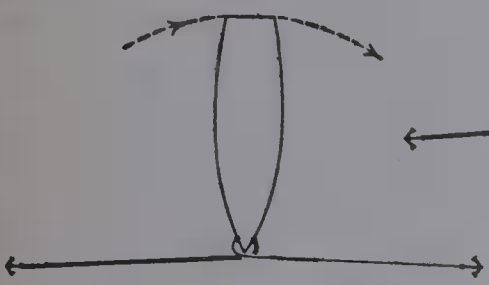
Heave Short. To heave in until



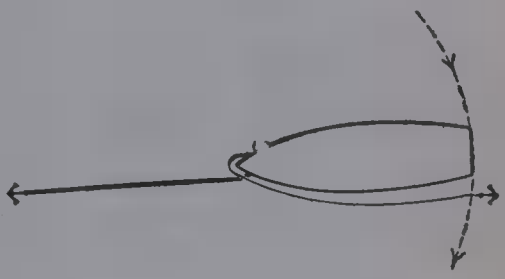
OPEN HAWSE



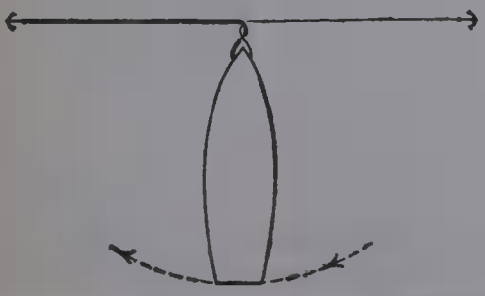
OPEN HAWSE



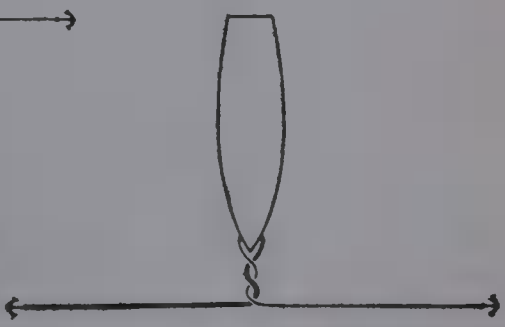
A CROSS IN THE HAWSE



A CROSS IN THE HAWSE

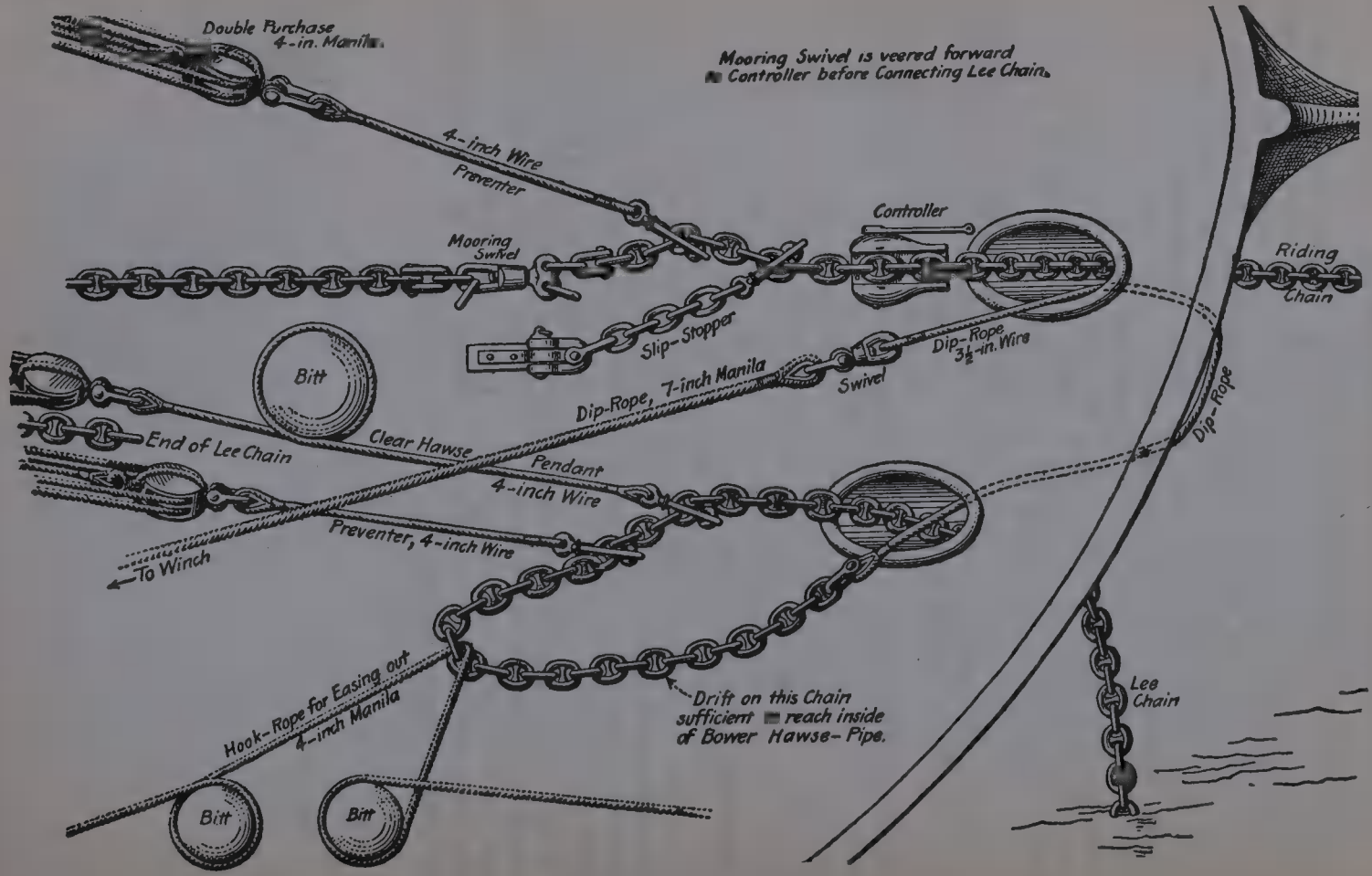


AN ELBOW



A ROUND TURN

SHIPS MOORED.



PUTTING ON SWIVEL.

the vessel is riding nearly over her anchor.

Housing Anchor. A patent anchor with arms swivelling on the shank; the anchor will house itself in the hawse pipe when hove up.

Jury Anchor. A heavy weight used as an anchor.

Kedge. To move a vessel by alternately laying out a kedge anchor and hauling the vessel up to it.

Killock. (Killick.) A stone anchor; familiarly applied to any anchor.

Open Hawse. Same as clear hawse.

Pawls. Short iron bars at the base of a capstan head to prevent the barrel from turning backwards.

Range of Cable. A length of cable overhauled on deck out of the locker, so as to pay out when the anchor is dropped.

Round Turn. Three crosses in a hawse.

Scope. The length of chain out.

Shod. An anchor fitted with a shoe; said of an anchor when the fluke does not bite due to its being caked with clay or mud.

Shoe. A piece of wood placed over the fluke of an anchor to protect the ship's side in hoisting.

Short Stay. When the anchor is nearly under the hawse hole.

Sight the Anchor. To heave an anchor up to the water's edge to make sure it is clear; it is then again let go.

Slip. To unshackle a cable and let it run out.

Stowing Anchor. An anchor stowed on deck other than on the bill-board.

Stream. To drop over an anchor buoy previous to letting go the anchor.

Tend. The direction of the cable when anchored.

Tier. To stow the cable in the chain locker.

Unbitt. To cast the turns of a cable off the bitts.

Under-foot. When the anchor is directly under the hawse hole.

Unmoor. To heave up one anchor, leaving the other down.

Up and Down. Perpendicular.

Veer. To pay out.

Weigh. To lift the anchor off the bottom.

CHAPTER 8

Rules of the Road

A. LIGHTS

Anchor Lights. The riding light carried on the fore stay by a vessel at anchor, and the additional white light carried at the stern by large vessels.

Masthead Light. The white running light carried by steam vessels underway on the foremast or in the forepart of the vessel.

Range Light. The white running light sometimes carried by steam vessels underway at the after masthead.

Riding Light. Same as anchor light.

Running Lights. The lights carried by a vessel when underway.

Screened Light. A light placed in a box the sides of which will permit the light to be visible only in a certain arc.

Side Lights. The red and green running lights carried on the port and starboard bows respectively of vessels underway.

Speed Light. The light at the after truck of men-of-war showing white or red and indicating changes in speed.

Steering Light. The small white light sometimes carried abaft the funnel or aftermast by a towing vessel, for the vessel towed to steer by.

Stern Light. The white running light shown at the stern of an overtaken vessel.

Towing Light. The white light or lights carried by a towing vessel in addition to and above the masthead light.

B. SIGNALS

Coston Signals. Colored fireworks sometimes used for signalling purposes.

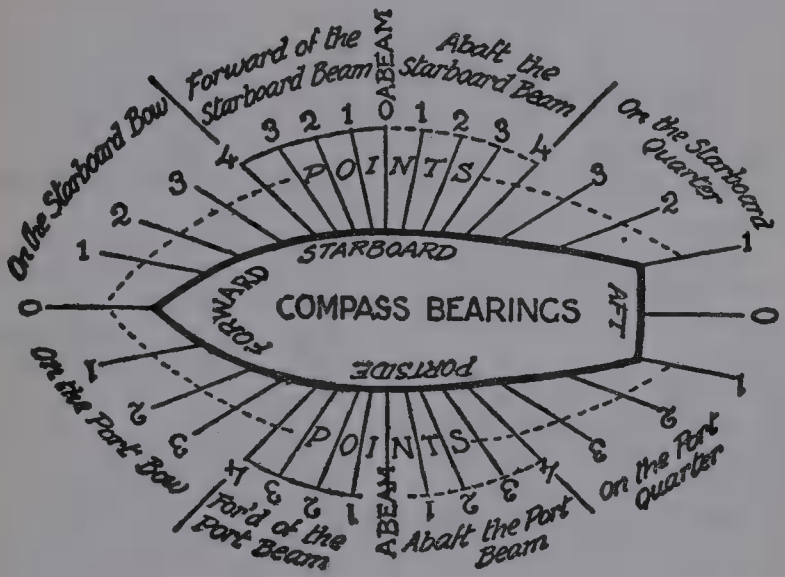
Cross Signal. A sound signal made in answer to another vessel's change of course signal, and indicating a desire to pass on the opposite side to that indicated by the first vessel.

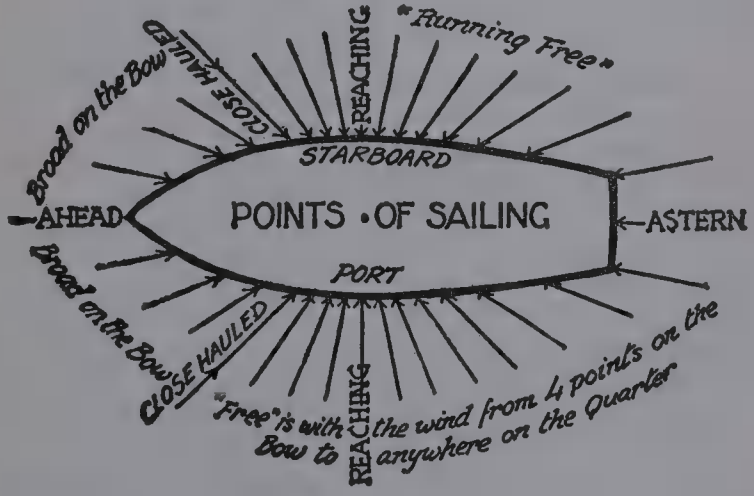
Distress Signal. A flag display or a sound or light signal calling for assistance.

Distance Signals. Shapes, flags, and pennants displayed according to a code and used for signalling when ordinary code flags cannot be made out at the distance required.

Flare-up. A light signal designed to blaze or flare up.

Fog Horn. A sound signal device operated by the mouth or by mechanical appliance.


On the Starboard Bow
Forward of the Starboard Beam
ABEAM
Abaft the Starboard Beam
On the Starboard Quarter
POINTS
STARBOARD
COMPASS BEARINGS
FORWARD
AFT
PORTSIDE
On the Port Bow
For'd of the Port Beam
ABEAM
Abaft the Port Beam
On the Port Quarter


Broad on the Bow
CLOSE HAULED
REACHING
"Running Free"
STARBOARD
AHEAD
POINTS • OF SAILING
ASTERN
PORT
Broad on the Bow
CLOSE HAULED
"Free" is with Bow to
REACHING
the wind from 4 points on the anywhere on the Quarter

BOXING SHIP

Fog Signal. A sound signal used in thick weather.

Recognition Signal. A flag display or a sound or light signal used to disclose a vessel's identity.

Shape. A ball or cone used in distance signals.

Very's Signals. Red and green stars fired in a pistol and used in a special code for signalling purposes.

C. BEARINGS

Abaft the Beam. The bearing of an object more than 90 degrees from ahead.

Abeam. The bearing of an object 90 degrees from ahead.

Amidships. In the center fore-and-aft line of the ship; in the middle of the ship.

Astern. The bearing of an object 180 degrees from ahead.

Bearing. The direction of an object.

Broad on the Bow. The bearing of an object 45 degrees from ahead.

Broad on the Quarter. The bearing of an object 135 degrees from ahead.

Dead Ahead. Directly ahead on the extension of the fore-and-aft line of the ship.

On the Beam. Same as abeam.

On the Bow. The bearing of an object from 0 to 45 degrees from ahead.

On the Quarter. The bearing of an object from 135 to 180 degrees from ahead.

Point. One of the 32 divisions of a compass.

Quarter. That portion of a vessel's sides near the stern.

To Leeward. Away from the wind.

To Windward. Towards the wind.

D. BUOYAGE

Beacon. A navigational mark placed on a danger—it may be ball, cage or perch.

Bell Buoy. A buoy fitted with a bell actuated by the sea.

Can Buoy. A cylindrical buoy found on the port hand on entering a channel, and painted black.

Channel Buoy. A buoy marking the sides of a channel.

Danger Buoy. A buoy marking a danger to navigation.

Lighted Buoy. A buoy fitted with a light.

Midchannel Buoy. A buoy placed in the middle of a channel and painted with white and black vertical stripes.

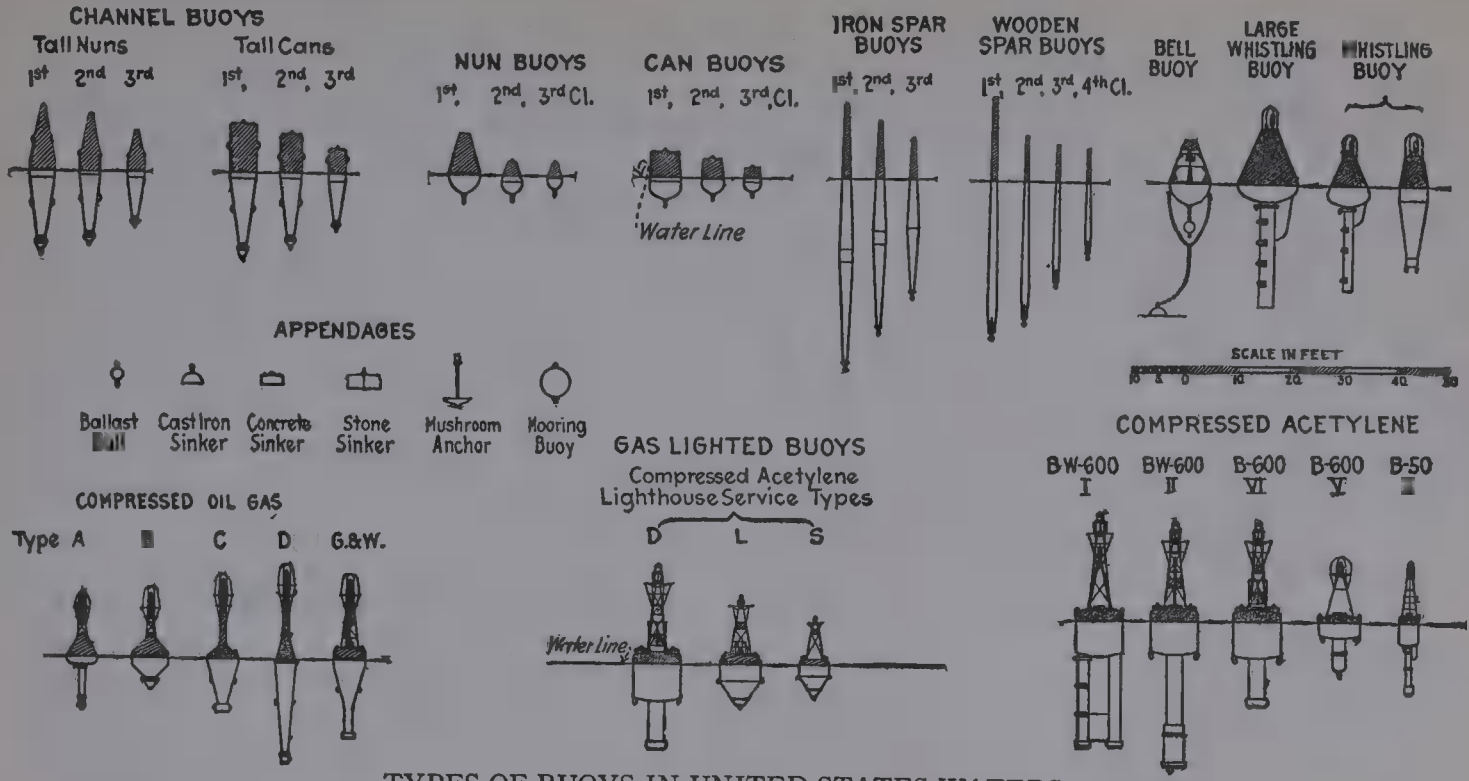
Mooring Buoy. A buoy fitted with a ring and used for mooring a ship.

Nun Buoy. A buoy with a conical top found on the starboard hand on entering a channel and painted red.

Perch. A staff or vertical rod on top of a buoy, supporting a shape, and marking a shoal.

Quarantine Buoy. A buoy painted yellow and marking a quarantine anchorage.

Sea Buoy (Farewell Buoy). A large buoy marking the seaward approach to a channel.



TYPES OF BUOYS IN UNITED STATES WATERS.

Spar Buoy. A long spar projecting vertically above water and with its lower end anchored.

Turning Buoy. A buoy marking a turn in a channel.

Whistling Buoy. A buoy fitted with a whistle actuated by the sea.

Wreck Buoy. A buoy painted with red and black horizontal stripes and marking a wreck.

E. TERMS USED

Cable Ship. A vessel fitted and used for handling a submarine cable.

Crossing. Standing across another vessel's bows.

Drag Net. A net used by a fishing vessel and dragged along the bottom.

Dredge. A vessel engaged in digging a channel.

Drift Net. A net used by a fishing vessel and floating to windward of the vessel.

Inland Rules. The rules of the road enacted by Congress and governing the navigation of inland waters of the U. S.

International Rules. The rules of the road established by agreement between maritime nations and governing the navigation of the high seas.

Line Fisher. A fishing vessel utilizing a buoyed line lightly anchored at the other end.

Lookout. The man stationed aloft or in the bows for observing and reporting objects seen.

Moderate Speed. The speed low enough under existing visibility conditions to enable a vessel to avoid collision when a danger is sighted.

Not Under Command. Said of a vessel when she will not answer to her rudder or engines.

Not Under Control. Same as not under command.

Open Boat. A boat which is not decked over.

Overtaken. Said of a vessel when she is being overhauled or overtaken by another vessel.

Overtaking. Said of a vessel when she is overhauling or overtaking another vessel.

Pilot Rules. The rules supplementing the Inland Rules and established and published by the Board of Supervising Inspectors of steam vessels.

Prolonged. A blast of from 4 to 6 seconds' duration.

Rules of the Road. The regulations governing navigation.

Sail Ho! The hail from a lookout to notify that a vessel has been sighted.

Sea-going. Capable of putting to sea.

Steam Trawler. A trawler fitted with steam propulsion.

Trawler. A fishing vessel fitted with a trawl which she drags over the bottom.

Underway. Said of a vessel when not at anchor, nor made fast to the shore, nor aground.

Visible. Capable of being seen on a dark night with a clear atmosphere.

CHAPTER 9

Weather

A. CLOUDS

1. The Five Main Cloud Levels

Alto-cumulus. Clouds of the third highest level and forming large globular masses.

Cirro-cumulus. Clouds of the next to the highest level and forming small globular masses.

Cirrus. The highest clouds, detached and delicate, in the form of white feathers.

Cumulus. The next to the lowest clouds, dome shaped on top and horizontal at the base.

Stratus. The lowest clouds, forming a horizontal sheet of lifted fog.

2. Intermediate Cloud Levels

Alto-stratus. Clouds forming a thick grayish or bluish sheet.

Cirro-stratus. Clouds forming a thin whitish sheet.

Cumulo-nimbus. Heavy masses of mountain-shaped clouds, known as the thunder cloud.

Nimbus. A thick layer of dark clouds without shape, from which rain or snow generally falls.

Strato-cumulus. Dark clouds of large globular masses or rolls, with a horizontal base.

B. INSTRUMENTS

Aneroid Barometer. A mechanical barometer containing no liquid.

Barometer. An instrument registering the pressure of the atmosphere.

Clinometer. An instrument for measuring the degree of roll or heel.

Dog-vane. Bunting rigged and used to show the direction of the wind.

Dry Bulb Thermometer. An instrument for measuring the temperature of the dry air.

Glass. A term used by mariners for barometer.

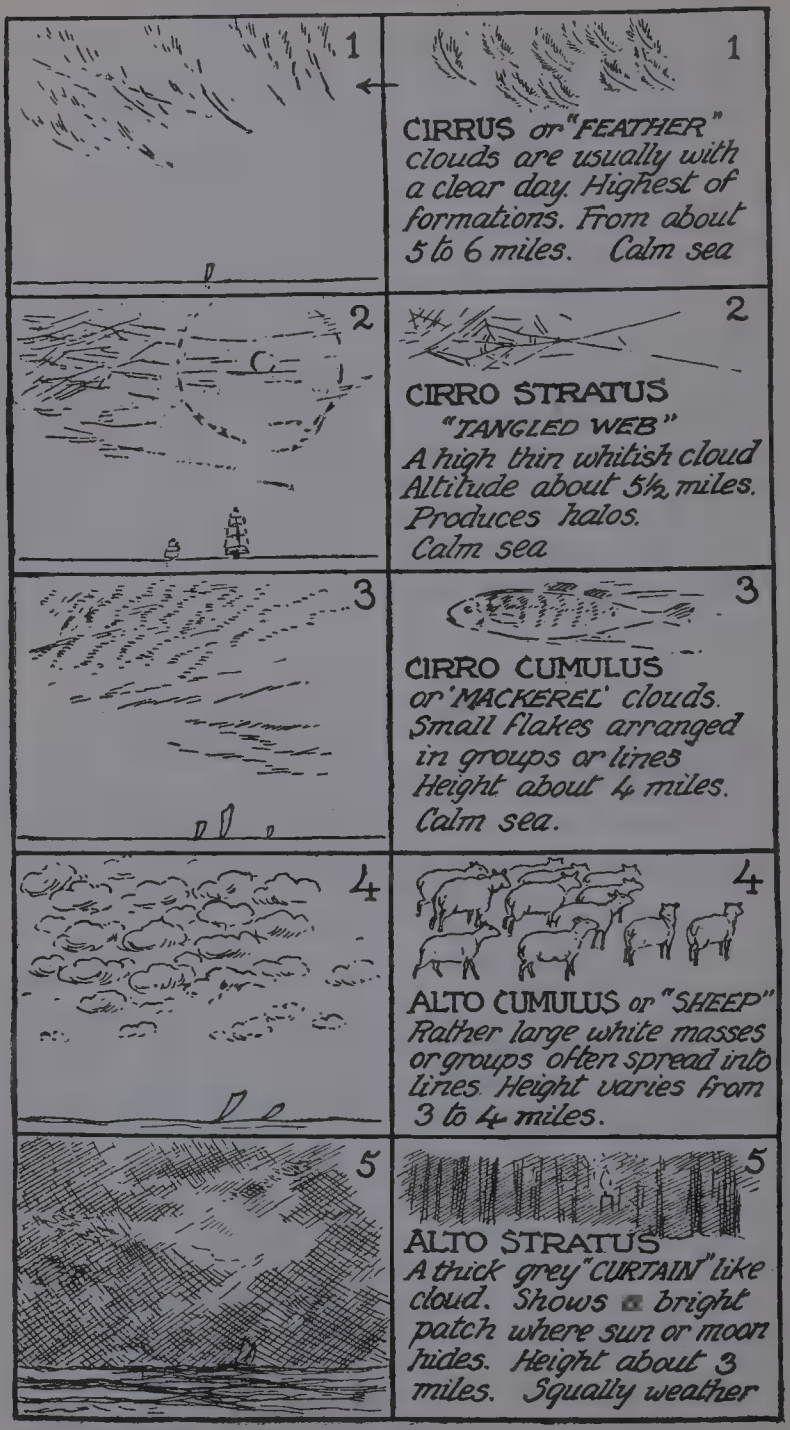
Mercurial Barometer. A barometer containing mercury and registering by the level of a column of mercury under the influence of the atmospheric pressure.

Wet Bulb Thermometer. An instrument for measuring the temperature of the moist air; by comparison with the dry bulb thermometer the relative humidity of the atmosphere is measured.

C. WINDS

1. Beautort Scale

Calm. Force of wind from 0 to 3 nautical miles per hour.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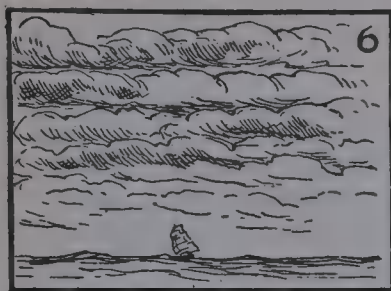
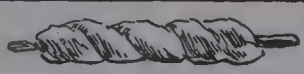
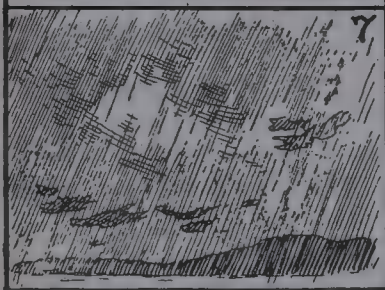
1
CIRRUS or "FEATHER" clouds are usually with a clear day. Highest of formations. From about 5 to 6 miles. Calm sea
2
2
CIRRO STRATUS
"TANGLED WEB"
A high thin whitish cloud Altitude about 5½ miles. Produces halos. Calm sea
3
3
CIRRO CUMULUS
or 'MACKEREL' clouds. Small flakes arranged in groups or lines Height about 4 miles. Calm sea.
4
4
ALTO CUMULUS or "SHEEP"
Rather large white masses or groups often spread into lines. Height varies from 3 to 4 miles.
5
5
ALTO STRATUS
A thick grey "CURTAIN" like cloud. Shows a bright patch where sun or moon hides. Height about 3 miles. Squally weather

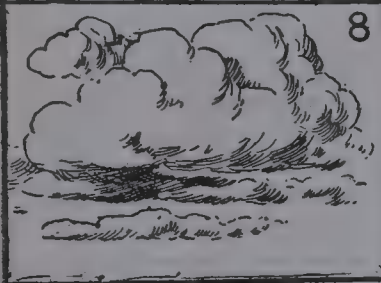




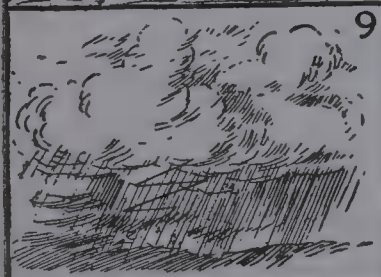
STRATO CUMULUS
"TWIST" shaped clouds of dark color. Not very thick showing blue sky in spots. Does not bring rain. Height about 1 mile

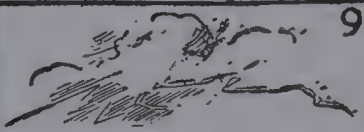


NIMBUS "UMBRELLA"
"OVER ALL" Rain clouds. Thick and dark. Small ragged pieces floating at low level are known as "SCUD" Holes may be seen



CUMULUS WOOL PACK
Huge masses of varying height. Bright opposite the sun. On same side as sun is dark with bright edges





CUMULO-NIMBUS-"THUNDER" or "SHOWER". Like Cumulus but has "False Cirrus" at top and "Nimbus" underneath. These clouds come very low

STRATUS—"SPREAD SHEET
Horizontal sheet of lifted Fog. Torn apart is known as "Fracto Stratus"

Light Airs. Force of wind about 7 nautical miles per hour, or just sufficient to give steerage way to a sailing vessel.

Light Breezes. Force of wind about 11 nautical miles per hour, or 1 to 2 knots speed to a sailing vessel.

Gentle Breeze. Force of wind about 16 nautical miles per hour, or 3 to 4 knots speed to a sailing vessel.

Moderate Breeze. Force of wind about 20 nautical miles per hour, or 5 to 6 knots speed to a sailing vessel.

Fresh Breeze. Force of wind about 24 nautical miles per hour, or to allow a sailing vessel to carry all plain sail.

Strong Breeze. Force of wind about 30 nautical miles per hour, or to necessitate a single reef in a sailing vessel.

Moderate Gale. Force of wind about 35 nautical miles per hour, or to necessitate a double reef in a sailing vessel.

Fresh Gale. Force of wind about 42 nautical miles per hour, or to necessitate three reefs in a sailing vessel.

Strong Gale. Force of wind about 49 nautical miles per hour, or to necessitate close reefs in a sailing vessel.

Whole Gale. Force of wind about 56 nautical miles per hour, or to necessitate close reefs and shortened sail in a sailing vessel.

Hurricane. Force of wind over 80 nautical miles per hour, or to necessitate a sailing vessel to lie to under bare poles.

2. General and Specific Terms

Cat's Paw. The slight ruffling of the surface of the water caused by passing flaws of wind in calm airs.

Cyclone. A revolving wind storm of great intensity.

Gale. A heavy wind not of a cyclonic nature.

Monsoon. A wind found in the China Sea and Indian Ocean caused by a barometric gradient, and blowing for months in the same direction.

Passage Winds. Same as westerlies.

Squall. A sudden and violent gust of wind.

Storm. Force of wind about 65 nautical miles per hour, or to necessitate a sailing vessel to lie to under storm staysails.

Storm Wave. The advancing edge of a storm.

Trades. The practically steady winds found in the tropics and blowing towards the equator—NE in the Northern and SE in the Southern hemisphere.

Tropical Hurricane. A tropical cyclonic storm.

Typhoon. A violent hurricane found in the China Sea and Indian Ocean at the change of the monsoons.

Westerlies. The prevailing winds of the temperate zone, especially steady in the southern hemisphere.

D. TERMS USED

1. Wind

Anti-cyclone. An outflowing spiral eddy of wind.

Beam Wind. A wind at right angles to a vessel's course.

Becalmed. Said of a vessel when in a calm.

Circular Storm. A revolving storm.

Dangerous Semi-circle. The semi-circle of a circular storm furthest away from the equator before the storm recurves and the one in which a ship is drawn in towards the storm's center.

Doldrums. The belt on each side of the equator in which little or no wind ordinarily blows.

Fair Wind. A favoring wind.

Flat Calm. An absolute calm with a flat sea.

Flaw. A sudden gust of wind.

Great Guns. A violent wind.

Horse Latitudes. The latitudes on the outer margins of the trades where the prevailing winds are light and variable.

Land Breeze. A breeze from the direction of the land, as commonly experienced in the tropics at night.

Navigable Semi-circle. The semi-circle of a circular storm towards the equator before the storm recurves, and in which a vessel is thrown away from the center of the storm.

Revolving Storm. A circular storm.

Roaring Forties. The belt in the southern temperate zone where the westerlies are of boisterous nature.

Scud. Low-lying mist clouds.

Spanking. Large and satisfactory—as a spanking breeze.

Storm Track. The path of a storm.

Storm Warning. A warning of the approach of a storm.

Teeth. Directly towards the wind.

Velocity of Translation. The speed of being carried along—usually referring to a storm center.

Weather Tide. A tide setting to windward.

Wind-bound. Said of a vessel when forced to lie at anchor due to strong or contrary winds.

2. Sea and Tide

Beam Sea. A sea at right angles to a vessel's course.

Breach. A clear breach is said of seas that break entirely over a vessel; a clean breach, when a clear breach carries away masts and rails.

Drift. The amount of leeway of a vessel, or of a tide or current.

Green Sea. A large body of water taken aboard.

Ground Swell. The swell encountered in shoal water and which is practically constant.

Neaped. Said of a vessel when aground at the height of a spring tide.

Neap Tide. A tide of minimum range coming at the first and third quarter of the moon.

Set. The direction of the leeway of a vessel or of a tide or current.

Slack Water. The condition of the tide when there is no horizontal motion.

Spring Tide. A tide of maximum range coming at the new and full moons.

Stand. The condition of the tide when there is no vertical motion.

Tide-rip. Waves and eddies caused by the tide in shoal water.

Tide-way. The part of a channel in which the tide ebbs and flows.

Trough. The hollow between two waves.

Undercurrent. The sub-surface current where there is no surface current, or where the surface current runs in the opposite direction.

Undertow. Same as undercurrent but usually referring to surf.

White Cap. The white froth on the crests of waves.

3. Clouds and Weather

Barometric Gradient. The amount of difference in the readings of a barometer for a given distance.

Barometric Pressure. The atmospheric pressure as registered by the barometer.

Barometric Tide. The daily normal fluctuation of the barometer.

Cloud Bank. A bank of clouds.

Dew Point. The point of saturation of the air and beyond which the air condenses.

Falling Glass. Lowering atmospheric pressure as registered by the barometer.

Fog Bound. Said of a vessel when forced to lie at anchor due to a fog.

Forecast. A weather prediction.

High. An area of high atmospheric pressure.

Isobar. A curve of equal atmospheric pressures.

Isotherm. A curve of equal atmospheric temperatures.

Leaden. Said of the skies when of a dull leaden hue.

Low. An area of low atmospheric pressure.

Metereological. Pertaining to the weather.

Mirage. An optical phenomenon due to excessive refraction and displacing vertically objects on the horizon.

Plume. A long cloud in the form of a plume.

Precipitation. Rain or snow.

Rising Glass. Rising atmospheric pressure as registered by the barometer.

Spoon Drift. The spray and water driven from the top of the waves in a storm.

Veil. A thin cloud covering.

4. Other Terms

Coming-up Tack. The tack on which a sailing vessel lies to in a circular storm when the change of direction of the wind will keep bringing her up or further to windward of her original compass course.

Land-locked. Surrounded by land.

Sea Anchor. A drag thrown over to keep a vessel to the wind and sea.

CHAPTER 10

Flags

A. FLAGS

Bunting. Woolen flag material.

Burgee. A swallow tailed pennant.

Ensign. The national flag.

Fly. The end of a flag away from the halliards.

Hoist. The inner or halliard edge of a flag; a display of flags on a halliard.

Jack. The flag similar to the union of the national flag.

Jolly Roger. A pirate's flag carrying the skull and cross-bones.

Meal Pennant. The red pennant flown at the yardarm of men-of-war at anchor during meal hours.

Pennant. A three-sided flag.

Tack Line. A short length of line used to separate flags in a hoist.

Union. The inner upper corner of a flag.

B. OTHER SIGNAL APPARATUS

Blinker Tube. A tube carrying a signal light capable of being operated to indicate dots and dashes; the tube directs the beam of light.

Buzzer. A sounding device used on board ship in transmitting messages by Morse Code.

Lyle Gun. A gun used in the life-saving service to throw a life-line to a ship in distress.

Rocket. A light display fired in the air as a signal.

Searchlight. A powerful light with a reflector; when fitted with a shutter it may be used for signalling.

Semaphore. A code indicated by the position of the arms.

Torch. A light used in signalling.

Wig-Wag. A code indicated by sweeps of a flag to the right, left or front.

Yard-arm Blinker. A signal light carried on the yard-arm of men-of-war and operated to indicate dots and dashes.

C. TERMS USED

Break. A term used to indicate a pause between words or letters.

Code. A combination of symbols used in transmitting messages.

Dash. A long period of light or sound in the Morse Code.

Dip. A position of a flag when hoisted part way of the hoist; to

lower a flag part way and then hoist it up again.

Dot. A short period of light or sound in the Morse Code.

Dressing Lines. The lines used in dressing ship.

Dressing Ship. A display of flags over the mast-heads and down to the stem and stern, used on special dress occasions.

Fag. Ragged.

Half-mast. The position of a flag when hoisted half way.

Key. The pivoted arm used to make and break the circuit in the Morse Code.

Morse Code. A code consisting of dots and dashes, used in radio and visual messages.

CHAPTER 11

Docking

A. LINES USED

1. General Terms

Bow Line. A mooring or docking line led forward through a bow chock and making a less angle than 45 degrees with the fore-and-aft line of the vessel.

Breast. A mooring or docking line leading at an angle of about 90 degrees with the fore-and-aft line of the vessel.

Spring. A mooring or docking line leading at an angle of about 45 degrees with the fore-and-aft line of the vessel.

Stern Line. A mooring or docking line leading aft through a stern or quarter chock and making a less angle than 45 degrees with the fore-and-aft line of the vessel.

2. Specific Inshore Moorings

Bow Breast. A breast line from forward keeping the bow in to the dock; always used in mooring or docking.

Quarter Breast. A breast line from the quarter keeping the stern in to the dock; always used in mooring or docking.

Forward Bow Spring. A bow spring leading forward, checking a vessel from coming astern; generally used in mooring or docking.

After Bow Spring. A bow spring leading aft, checking a vessel from going ahead; generally used in mooring or docking.

Forward Quarter Spring. A spring from the quarter leading forward, checking a vessel from coming astern; generally used in mooring or docking.

After Quarter Spring. A spring from the quarter leading aft, checking a vessel from going ahead; generally used in mooring or docking.

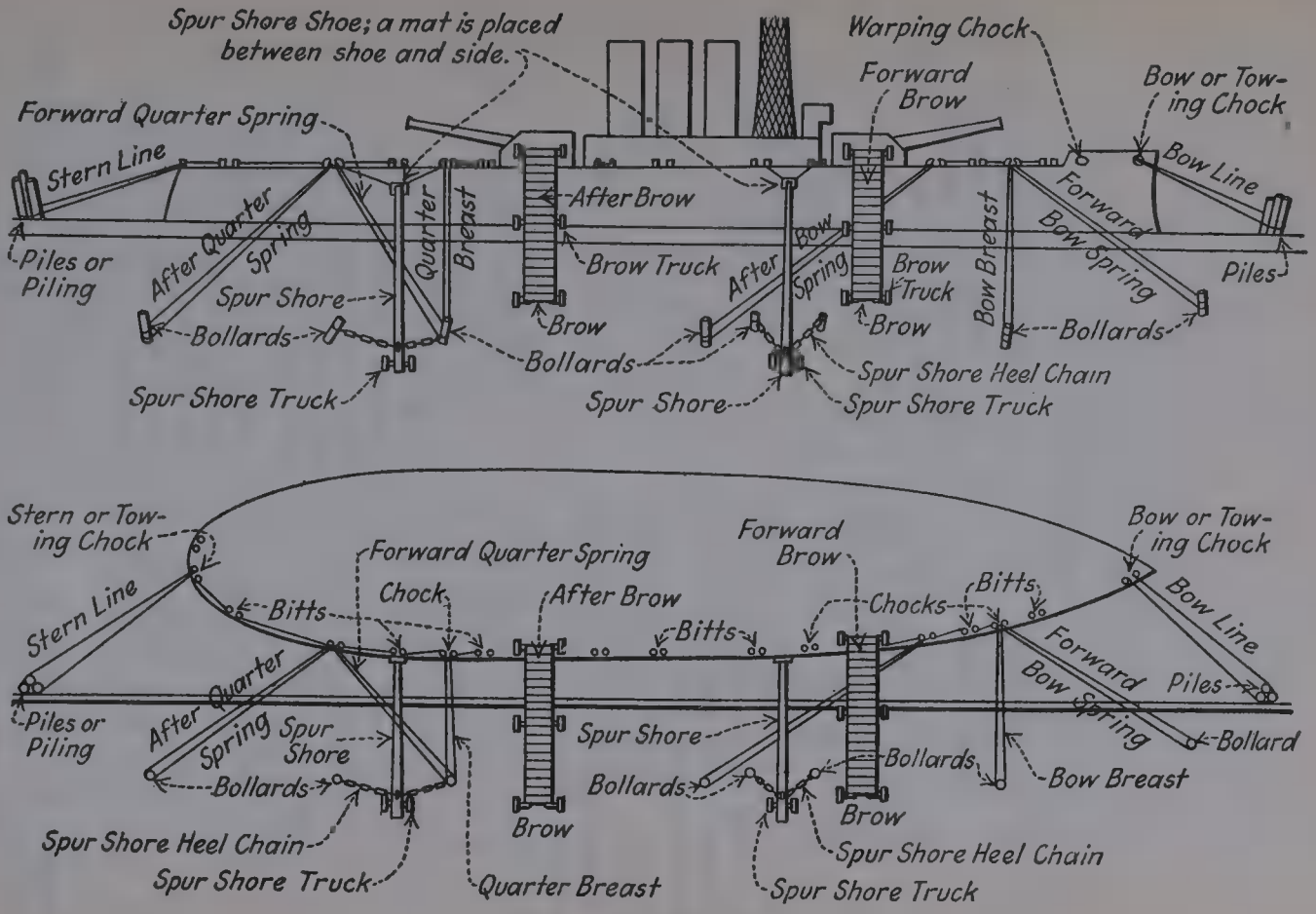
Forward Waist Spring. A spring from amidships leading forward, checking a vessel from coming astern; sometimes used in mooring or docking.

Waist Breast. A breast line from amidships, keeping a vessel in to the dock; sometimes used in mooring or docking.

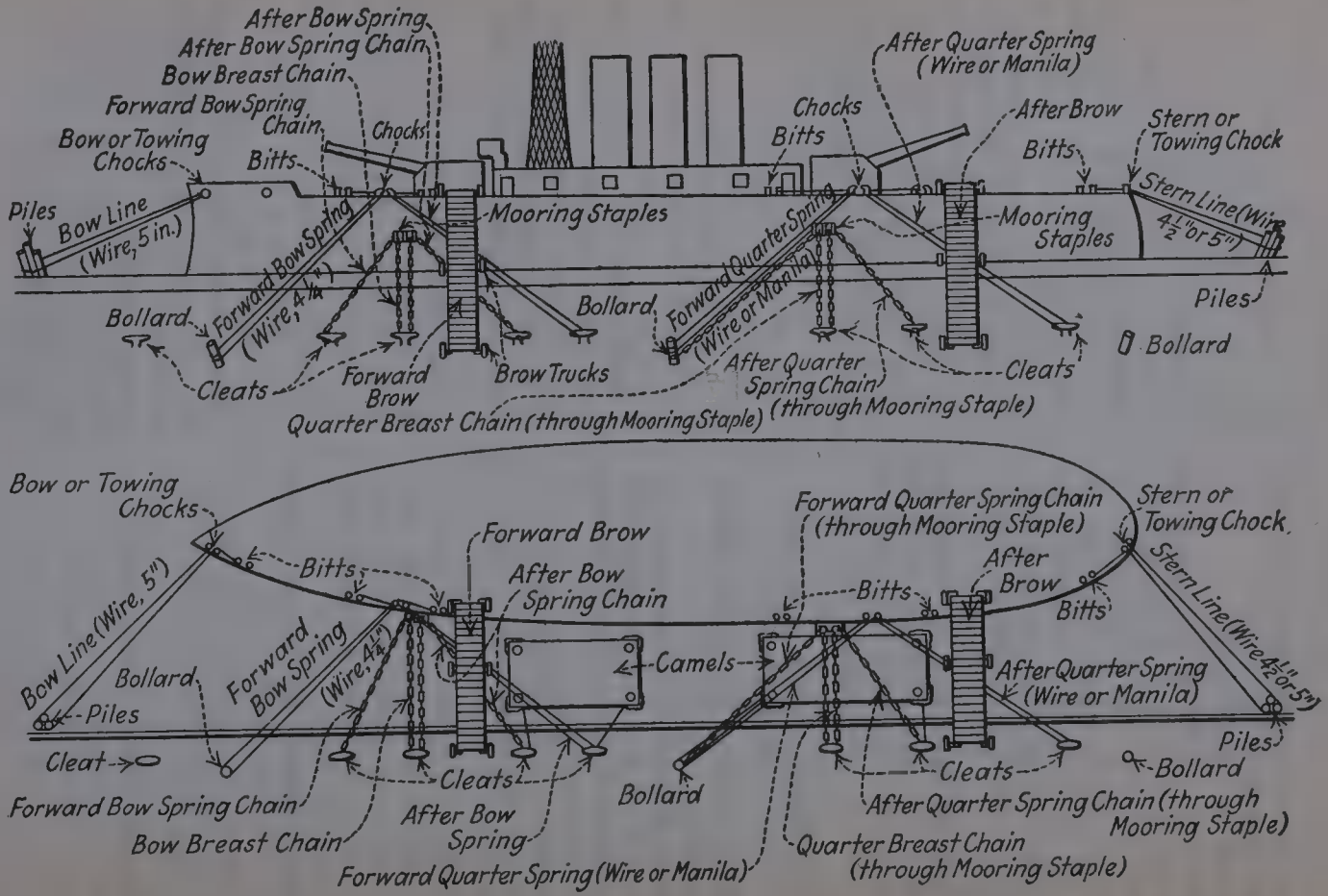
After Waist Spring. A spring from amidships leading aft, checking a vessel from going ahead; sometimes used in mooring or docking.

3. Specific Offshore Moorings

Bow Mooring. A chain offshore mooring leading forward from the


Spur Shore Shoe; a mat is placed between shoe and side.
Warping Chock
Forward Brow
Bow or Towing Chock
Forward Quarter Spring
Stern Line
Bow Line
After Brow
Quarter Breast
Forward Bow Spring
Piles or Piling
After Quarter Spring
Brow Truck
Bow Breast
Piles
Spur Shore
Brow
Bollards
Spur Shore Truck
Spur Shore Heel Chain
Stern or Towing Chock
Bow or Towing Chock
Forward Quarter Spring
Chock
Bitts
Chocks
Stern Line
Bow Line
Piles or Piling
Spur Shore
Bollard
Quarter Breast
Spur Shore Heel Chain

MOORINGS


After Bow Spring
After Bow Spring Chain
Bow Breast Chain
Forward Bow Spring Chain
Bow or Towing Chocks
Chocks
Bitts
Piles
Bow Line (Wire, 5 in.)
Forward Bow Spring (Wire, 4 1/4")
Mooring Staples
Bollard
Cleats
Forward Brow
Brow Trucks
Quarter Breast Chain (through Mooring Staple)
After Quarter Spring (Wire or Manila)
Forward Quarter Spring (Wire or Manila)
After Quarter Spring Chain (through Mooring Staple)
After Brow
Stern or Towing Chock
Stern Line (Wire 4 1/2" or 5")
Bow or Towing Chocks
Bitts
Bow Line (Wire, 5")
Piles
Bollard
Cleat
Forward Bow Spring (Wire, 4 1/4")
Forward Bow Spring Chain
Bow Breast Chain
Forward Brow
After Bow Spring Chain
After Bow Spring
Cleats
Camels
Bollard
Forward Quarter Spring (Wire or Manila)
Forward Quarter Spring Chain (through Mooring Staple)
Quarter Breast Chain (through Mooring Staple)
After Brow
After Quarter Spring (Wire or Manila)
After Quarter Spring Chain (through Mooring Staple)
Stern or Towing Chock
Stern Line (Wire 4 1/2" or 5")
Piles
Bollard

MOORINGS

bow to an anchor; used for permanent moorings.

Bow Breast Mooring. A chain offshore mooring leading as a breast from forward to an anchor; used for permanent moorings.

Quarter Breast Mooring. A chain offshore mooring leading as a breast from the quarter to an anchor; used for permanent moorings.

Quarter Mooring. A chain offshore mooring leading aft from the quarter to an anchor; used for permanent moorings.

B. OTHER GEAR AND FITTINGS USED

After Brow. The brow thrown over aft.

Bow Chock. A chock fitted in the bow of a vessel; the bow towing chock is a large pair of chocks over the stem.

Bollard. An upright post on a dock to which mooring lines are secured.

Brow. A portable wooden bridge fitted on trucks at the middle and each end; used for communication between a moored vessel and the dock.

Brow Truck. The truck upon which a brow rolls.

Camel. A wooden float placed between a vessel and the dock, to fend off.

Fender Spar. A spar used instead of a camel to fend off a moored vessel from the dock.

Float. A decked over raft sometimes moored alongside the foot of an accommodation ladder when many visitors are expected on board.

Forward Brow. The brow thrown over to the forecastle.

Mooring Chain. A chain sometimes used in place of or in addition to other lines, in mooring a vessel to a dock.

Mooring Staple. A large iron staple bolted to a vessel's side for the lead of mooring chains.

Pile. A pointed spar driven into the bottom and projecting above the water; when driven at the corners of a dock they are termed fender piles.

Ring Bolt. A bolt driven in flush with a deck or dock, and with a ring at the top for securing lines and gear.

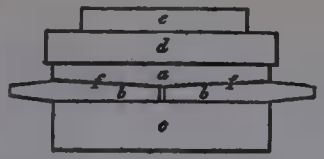
Spur Shore. A wooden spar used to hold a vessel clear of a dock, fitted at the dock end with a truck and heel chains, and at the ship end with ring bolts for securing.

Spur Shore Heel Chain. The chain secured to cleats or bollards on a dock and to a half chock at the heel of a spur shore.

Spur Shore Shoe. A wooden block used as a rest for a spur shore against a vessel's side.

Spur Shore Truck. A truck on the dock supporting the heel of a spur shore.

Stern Chock. A chock fitted in the stern of a vessel; the stern towing chock consists of two large round chocks directly over the stern.

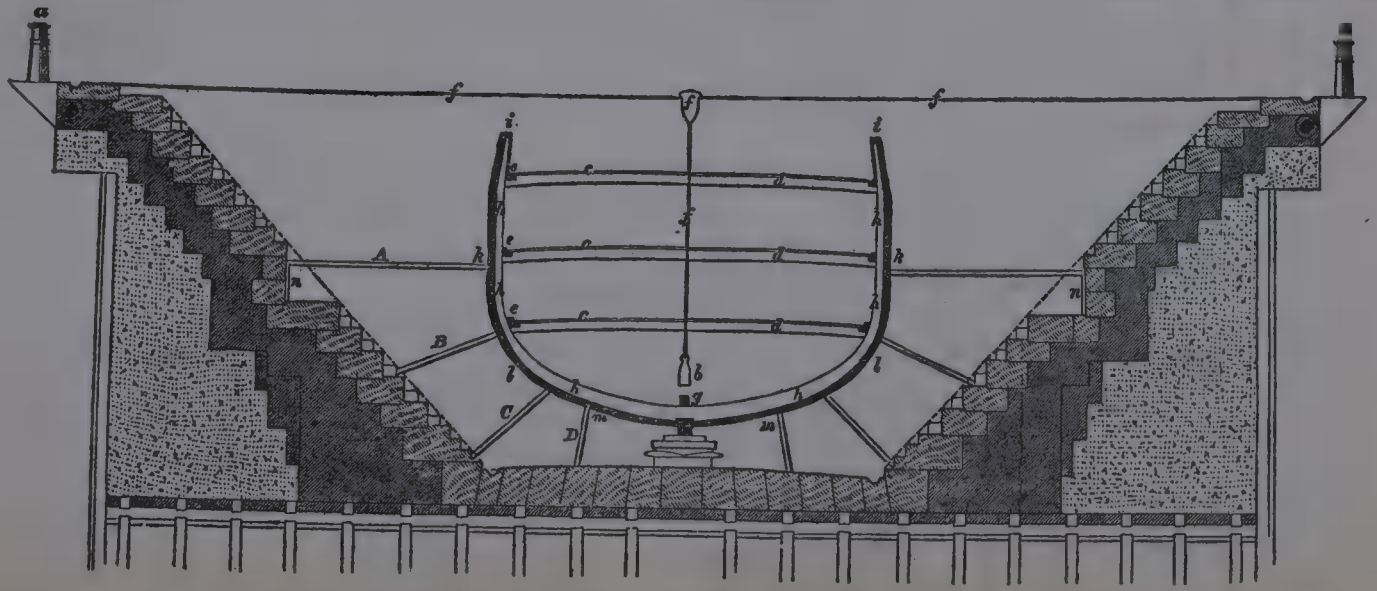


SECTION OF THE ANGULAR DOCKING BLOCK

(On a scale of one quarter of an inch to a foot)

a. Angle Block.
b. Templates.
c. Ground Way.
d, e. Caps.
f. Iron, 3/8 of an inch thick.

a. Bollard for making guys fast.
b. Plummet suspended from the bob.
c Deck or flat. d. Beams. e. Waterways.
f. Bob and Mouse Lines.
g. Keelson.
h. The Timbers of the Ship.
i. Roughtree Rail. k. Wales.
l. Diminishing Plank.
m. Bottom Plank.
n. A Piece of Plank to Keep the Heels of the Shores up



VESSEL IN DRY DOCK

Thrum Mat. A mat used to prevent chafing; specifically the mat placed between a vessel's side and a spur shore shoe.

Warping Chock. A chock used for warping or hauling along a vessel at a dock.

C. DRY-DOCK TERMS

Alter. A step of a dry dock.

Bilge Blocks. The built up wooden blocks at the bottom of a dry dock upon which a vessel's bilge rests when in dock.

Bilge Ways. The paths across which the bilge blocks may be hauled in placing them for a vessel about to go into dock.

Caisson. The gate to a dry dock, either floating or sliding.

Docking Keel. A keel fitted near the turn of the bilge of a vessel and used as a rest for the ship in dry dock.

Docking Plan. The ship's plan furnishing all necessary information for docking purposes concerning the under-waterhull.

Keel Block. The line of wooden blocks at the bottom of a dry dock to take a vessel's keel.

Port Sill. The raised sill at the entrance to a drydock on which the caisson rests when in a closed position.

Wale Shore. A spar used to keep a ship upright in dock, one end resting against the ship's side and the other against the side of the dock, wedges being inserted to set it tight.

CHAPTER 12

Handling Steamers

A. SPEED

Flank Speed. One quarter more than standard speed.

Full Speed. One eighth more than standard speed.

One Third Speed. One third of standard speed.

Standard Speed. The prescribed speed as indicated by signal.

Steerage Way. The slowest speed at which a vessel will steer.

Two Thirds Speed. Two thirds of standard speed.

B. SPEED APPLIANCES

Engine-room Telegraph. The mechanical signal apparatus between a steering station and the engine-room for signalling the speed desired.

Revolution Counter. A mechanical or electrical device indicating the number of revolutions of the propeller shafts.

Revolution Telegraph. The mechanical signal apparatus between a steering station and the engine-room for signalling the exact desired number of revolutions of the propeller shafts.

C. RUDDER FITTINGS

Balanced Rudder. A rudder a part of whose area is forward of the axis of rotation.

Gudgeons. The lugs on the after side of the stern post or rudder post and bored out to take the pintles by which the rudder is hung.

Hand Steering Gear. Steering gear operated with no other power than hand.

Pintles. The pins or bolts secured to the forward edge of the rudder and fitting into the gudgeons.

Quadrant. The metal fitting on the rudder head of some vessels and to which the steering ropes are attached.

Rudder Cross-head. An athwartship metal piece bolted and keyed to the top of the rudder post and to which the links of the travelling nut of the steering gear are secured.

Rudder Frame. The frame or main part of a rudder usually covered with plating, and with the space between filled with white pine.

Rudder Hanger. A hollow metal fitting secured to the stern post of a boat and in which the rudder is hung.

Rudder Head. The top of the rudder post.

Rudder Indicator. A mechanical or electrical tell-tale showing the rudder angle.

Rudder Post. The vertical post in single screw vessels upon which the rudder swings.

Rudder Stock. That part of a rudder by which it is pivoted to the stern post or rudder post.

Spoke. A handle of a steering wheel.

Steering Gear. The gearing from steering wheel to tiller by which the tiller is moved.

Steering Wheel. The wheel operating the steering gear and by which the vessel is steered.

Telemotor. A hydraulic device by which the movement of the steering wheel operates the rudder and indicates the position of the rudder.

Tiller. The iron or wooden fore-and-aft bar fitting into the rudder head and by which the rudder is turned.

Tiller Ropes. The ropes connecting the tiller to a drum revolved by the steering ropes.

Unbalanced Rudder. A rudder whose area does not extend forward of the axis of rotation.

Wheel Ropes. The ropes connecting the steering wheel with the drum of the steering gear.

Yoke. The horizontal wooden piece fitting across the head of the rudder of a small boat.

D. RUDDER TERMS

Conning. Directing the steering by orders to the steersman.

Ease the Rudder. An order to decrease the rudder angle.

Feel the Helm. Said of a vessel when she is sensitive to the rudder.

Full Rudder. Hard over rudder angle.

Half Rudder. A rudder angle one half of full rudder.

Handsomely. Slightly.

Hard Down. An order to put the tiller as far to leeward as possible.

Hard Over. An order to put the tiller or wheel as far over to the side designated as possible.

Hard Up. An order to put the tiller as far to windward as possible.

Helm. The tiller.

Keep Her So. An order to steady on the course.

Lee Helm. The tiller put to leeward; a vessel carries lee helm when it is necessary to put the tiller to leeward to hold the course.

Meet Her. An order to shift the rudder to check, but not entirely stop, the swing.

Mind Your Rudder. A warning to watch the course carefully under the effect of the rudder.

Mind Your (Right) Rudder. A warning that (right) rudder must be used to steady on the course.

No Higher. An order not to bring a vessel any closer to the wind.

Nothing Off. An order not to allow the vessel to pay off further from the wind.

Nothing to the (Westward). An order not to allow the vessel to pay off further to the (westward).

Rudder Amidships. An order to place the rudder amidships.

Shift the Rudder. An order to shift the rudder over to the other side.

Standard Half Rudder. That rudder angle which at 12 knots will give a tactical diameter of 1,000 yards.

Standard Rudder. That rudder angle which at 12 knots will give a tactical diameter of 750 yards.

Steady. An order to hold a vessel on the course she is maintaining.

Trick. The period of time during which the steersman remains at the wheel.

Weather Helm. The tiller put over to windward; a vessel carries a weather helm when it is necessary to put the tiller to windward to hold the course.

CHAPTER 13

General Terms

Abaft. In the direction of the stern.

Abandon. To leave—as abandon ship.

Aboard. On the vessel.

Abreast. Abeam of.

Adrift. Loose from the moorings.

Afloat. Resting on the water.

Aground. Resting on the bottom.

Ahoy. A term used in hailing a vessel.

Alive. Alert.

Aloft. Above the upper deck.

Alongside. Side to side.

All-hands. The entire crew.

Anchorage. A place to anchor.

Anchor-watch. The detail on deck at night when at anchor, to safeguard the vessel.

Annunciator. An electric drop indicating the source of a call.

Ashore. On the shore.

Athwartships. At right angles to the fore-and-aft line of the vessel.

Avast. Stop.

Awash. Level with the water.

Aye Aye, Sir. A reply to an officer's call or order.

Backbone. The rope stitched to the back of the middle of an awning and to which the crow's-foot is spliced.

Back Wash. The agitated water thrown aft by the propeller.

Bail. To throw water out of a boat; a yoke, as a ladder bail.

Bale. A tightly packed bundle.

Ballast. Heavy weights packed in the bottom of a boat or ship to give her stability.

Barratry. Dishonest actions on the part of a shipmaster; applying specifically to the unauthorized sale of the ship by the master.

Barrel. The rotating drum of a windlass, capstan, or winch.

Beam-ends. Said of a vessel when she is hove over or listed until her deck beams approach the vertical.

Bear-a-hand. To hurry; to assist.

Bed. A resting place.

Belaying Pin. A wooden or iron shape fitting into a rail, and used for securing gear.

Bell Pull. The handle in the steering station by which the engine-room is signalled to by bells, indicating the desired speed.

Berth. A vessel's place at anchor or at a dock.

Betwixt Wind and Water. That

part of the vessel at or near the water-line.

Bill of Exchange. A written agreement in which a debtor agrees to pay a creditor a specified sum on a specified date.

Bill of Health. A certificate obtained by a vessel from the health authorities as to the state of health of the port when the vessel clears.

Bill of Lading. A receipt from a vessel for cargo received.

Binnacle List. A list posted on men-of-war with the names of those excused from duty by the Medical Officer on account of sickness.

Boarding Book. A note book on a man-of-war in which an officer boarding another vessel records data obtained.

Bone. Froth at the stem caused by a vessel's way.

Boot-topping. The anti-corrosive paint used on and above the water-line.

Bos'n's-chair. The piece of board on which a man working aloft is swung.

Bow. The forward part of a vessel's sides.

Boxing the Compass. Calling the names of the 32 points of the compass in order.

Bright Woodwork. Woodwork kept scraped and not painted.

Bright Work. Brass work, polished.

Bring To. To heave or lie-to or to come to an anchorage.

Bring Up. To anchor.

Bull the Buoy. Said of a vessel when her sides bump a buoy.

Butt. The ends of decks or outside planking where they meet.

Butt End First. Said of a sudden squall of wind striking a vessel after a period of calm.

By the Board. Overboard.

By the Head (Stern). Deeper forward (aft).

By the Run. To let go altogether.

Cable's Length. 100 fathoms or 600 feet.

Call. The boatswain's pipe.

Call Away. To summons a boats crew by a boatswains pipe or bugle to man and prepare their boat for a trip.

Canted. Inclined.

Capsize. To overturn.

Careen. To list or heel over.

Carry Away. To break or tear loose.

Cartel. An agreement for an exchange of prisoners; a cartel ship is for the purpose of transporting such persons.

Cast Loose. To let go or unfurl or cast off.

Caulking Mat. A canvas mat used by men-of-warsmen when sleeping on the deck.

Check. To slack gradually.

Chock-a-block. Full; specifically when the two blocks of a tackle have been drawn as close together as possible.

Clamp Down. To sprinkle and

swab down, as a deck in hot weather.

Clap On. To seize hold of; to put on.

Claw. To work off a lee shore.

Clearance. The papers furnished a vessel by port authorities to indicate that regulations have been complied with before leaving.

Colors. The national ensign.

Come Up (Behind). To slack away after hauling so that the gear may be belayed.

Convoy. A merchant vessel or vessels sailing under the escort of a man-of-war.

Course. The point of the compass towards which the vessel is steering.

Cringle. A piece of rope spliced into an eye over a thimble in the bolt rope of a sail.

Crossing the Line. Crossing the Equator.

Crowd On. To set all sail possible.

Davy Jones's Locker. The bottom of the sea.

Day's Duty. The term applied to a tour of duty on ship board lasting 24 hours.

Day's Work. A navigator's reckoning from early morning to night.

Deaden the Way. To impede a vessel's progress.

Dead Reckoning. A navigator's reckoning with courses steered and distances run independent of sights or bearings.

Dead Water. The eddy of a vessel's wake under the counter.

Dead Weight (Capacity). The difference between a vessel's light and loaded displacement.

Dead Wood. The vertical flat part at the stern of an iron or steel vessel.

Demurrage. The amount of money allowed a vessel per day when detained in port in loading or unloading beyond a limit specified in her charter party.

Dip (Colors). The temporary lowering of the ensign part way in the process of saluting or returning a salute of another vessel.

Dismantle. To strip a vessel of her spars and upper masts.

Dismast. To carry away the masts of a vessel in a blow.

Dog's Ear. A small bight made in reefing in the leach rope of a sail.

Dog Watch. One of the two-hour watches from 4 to 8 p.m.; from 4 to 6 p.m. is the first dog watch, and from 6 to 8 p.m., the second dog watch.

Doubling. Sailing around a point of land.

Draft. The depth of water to a vessel's keel.

Drag. A heavy frame dragged along the bottom as in oyster dredging; a semi-submerged contrivance for keeping a vessel's head to wind and sea.

Drift. The leeway of a vessel or amount of set of a tide or current; the spare end of a rope

Drop Down. To sail or steam down towards a river's mouth; an

order for a ship's boat to cast off from the boom and back down to the gangway.

Dunnage. Loose material placed in holds for the cargo to rest on, or jammed between the cargo to wedge it.

Ease In. To gradually work in, as to a dock.

Ease Off. To slack up.

Ease Out. To slack out.

Ease Up. To gradually work up; to let up.

Easy. Carefully.

End-for-end. Reversing the position of an object.

End On. Head on.

Euphroe. A length of wood with parallel holes, used to spread the legs of the crow's foot of an awning.

Even Keel. Floating level.

Eyelet Holes. The holes in a sail for reef-points or robands.

Fairway. An open channel.

Feel the Way. To proceed cautiously with the lead going.

Fender. Canvas, wood or rope used over the side to protect a vessel from chafing when alongside another vessel or a dock.

Fend Off. To push off when making a landing.

Fetch. To make a windward mark without another tack.

Field Day. A day for general ship cleaning.

Fire Control. Pertaining to the direction of the control of a vessel's battery.

First Lieutenant. The officer charged with the cleanliness of a man-of-war, and who is in charge of the C and R equipment.

Fish (mast). Repairing damage to a spar by bolting wooden pieces called fish pieces over the break, and securing them with strong lashings.

Flare. The inclining of a vessel's sides upwards and outwards.

Flat. As close as possible, as a flat sheet.

Flotsam. Floating wreckage.

Fore and Aft. In the direction of the keel.

Forge Ahead. To make progress ahead, especially when carried ahead by momentum.

Foul. Jammed; not clear.

Founder. To sink.

Gage. A position towards or away from the wind or sun, with reference to another vessel.

Gangway. An order to stand aside and get out of the way.

Gather-way. To attain headway.

Gilguy (or Gadget). A term used to designate an object for which the correct name is forgotten.

Gingerly. Cautiously.

Give Chase. To pursue.

Gross Tonnage. The measure of the cubical contents of a vessel below decks.

Grounding. Running ashore.

Ground Tackle. A term used to cover all of the anchor gear.

Hail. To address a vessel; to

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come from, as to hail from some port.

Hammock. A sailor's bed, made of canvas and swung at each end to the deck beams.

Handle. To take charge of, especially of a vessel when making an evolution.

Hand Over Hand. Rapidly; specifically, to climb a rope by placing the hands alternately above one another.

Handspike. A small wooden bar similar to a capstan or an anchor bar, used for prying.

Hand Taut. As tight as can be pulled by hand.

Handy. Useful; a handy vessel is one which handles easily.

Handybilly. A watch tackle; a small portable force pump.

Harbor Master. A civil authority in charge of the anchorage berths and the harbor regulations of a port.

Haul. To pull; a change of wind in the direction of the hands of a clock.

Hauled Up. Changing course closer to the wind.

Hawser. A large rope for towing or heavy work.

Head Room. The height of the decks, below-decks.

Headway. Moving ahead.

Heave Away. An order to haul away or to heave around a capstan.

Heave Down. To list a vessel over in order to inspect, repair or clean a vessel's bottom.

Heave Round. An order to revolve the capstan or the drum of a winch.

Heave Taut. To haul in until the line has a strain upon it.

Heel. The lower end; to list over; a vessel turns on her heel when she turns in a short space.

Heel-and-toe. A deck watch in port in which the officer-of-the-deck is relieved at the end of each watch, day and night.

High-and-dry. With no water surrounding.

Hogged. With the two ends of a vessel lower than the middle.

Hoist. The length of the luff of a fore-and-aft sail; the edge of a flag next to the halliards; a display of flags at a yard-arm.

Holiday. An imperfection; spots left unfinished.

Holystone. A large flat stone used to clean and whiten a vessel's decks.

Home. To the limit; an anchor comes home when it fails to hold and is dragged towards the vessel.

House. To stow or secure in a safe place; a topmast is housed by lowering it and securing it to a lowermast; an awning is housed by hauling the stops down and securing them to the rail.

Hug. To keep close.

Hull Board. A board of officers on board a man-of-war to inspect and report on the condition of the vessel's hull.

Hull Book. The book in which the Hull Board enters its report.

Hull Down. Said of a vessel when due to its distance only the spars are visible.

Ice-blink. The white veil around the horizon caused by the reflection of light on an ice field.

Ice-bound. Caught in the ice.

Ice-lead. A lane of open water of temporary nature in an ice-field.

Ice-nip. Two ice fields meeting.

Inboard. Towards the fore-and-aft line of the ship.

Inshore. Towards the shore.

Invoice. A written statement in detail of a vessel's cargo.

Jam. To wedge tight; to sail close-hauled.

Jetsam. Goods thrown overboard; usually used when these goods drift ashore.

Jettison. To heave the cargo of a ship over the side.

Jetty. A landing wharf or pier; a dike at a river's mouth.

Jig. A purchase on the bight of a halliard.

Jump (of a sea). A short quick sea.

Jump Ship. To leave a ship without authority.

Keel Haul. An ancient punishment consisting in hauling the offender under the keel from one side to the other.

Kentledge. Pig iron ballast stowed next to the keelson.

Knock-off. To stop, especially to stop work.

Labor. A vessel is said to labor when she works heavily in a seaway.

Laden in Bulk. Cargo carried loose in a vessel.

Land Fall. The first sighting of land at the end of a sea voyage.

Land Ho! The hail from the lookout when land is sighted.

Landlubber. The seaman's term for one who does not go to sea.

Lash (and carry). The order to lash up the hammocks and stow them in the nettings.

Lay Aloft. The order to go aloft.

Lay Days. The number of days beyond which demurrage is paid.

League. Three miles.

Leave. Special permission to be absent from ship or station for a longer period than the usual liberty.

Lee Shore. The land to leeward of the vessel.

Leeward. The direction away from the wind.

Leeway. The drift of a vessel to leeward caused by the wind or tide.

Leg. The length of a board or a tack of a sailing vessel on the wind.

Lend-a-hand. To assist.

Let Her Ride. To allow to remain.

Liberty. Permission to be absent from the ship or station for a short period.

Light. To lift along; to light up is to slack away; to light out is to move out.

List. The inclination of a vessel not caused by wind or sea.

Lofty. High; a lofty ship has lofty masts.

Log Book. The book in which the quartermaster and watch officer enter the occurrences on their watch; the official history and record of the vessel's voyage.

Look Up. To point closer due to a favorable shift of wind.

Lug. To carry, as to lug sail.

Lurch. A sudden roll of a vessel.

Made. Not whole—in parts.

Make Colors. Hoisting the ensign at 8 a.m.

Make Sunset. Lowering the colors at sunset.

Make the Course Good. Steering and making good the designated course.

Make the Land. A landfall.

Make Water. To leak.

Manifest. A document made out by a vessel's master where goods are received, detailing the cargo, and submitted to the customs authorities.

Marine Glue. A substance resembling gutta-percha and sometimes used in caulking decks as a substitute for pitch.

Maritime. Pertaining to the sea.

Marlinespike. A pointed iron instrument used in working with rope and wire.

Marry. To place two ropes together as in hoisting a boat; to temporarily sew the ends of two ropes together for rendering through a block.

Masthead. In ships carrying topmasts, the lower masthead is that portion of the lowermast overlapping the topmast, or that part of the lowermast from the cap to the heel of the topmast, approximately 10 to 15 feet; in ships without topmasts, it is any portion of the upper 15 feet of the lower mast.

Mat. A weave of strands of old rope to form a mat for use as chafing gear.

Meshes. The openings in the cords of a net.

Mildew. Black and green spots on sails, caused by dampness.

Morning Order Book. The book in which the Executive Officer writes his instructions for the next morning's ship's work.

Mother Carey's Chicken. The stormy petrel.

Muster. To assemble the crew and verify the absentees.

Naval Stores. Oil, turpentine, pitch, etc.

Navigable. Sufficient depth of water to permit the passage of vessels.

Navigator. The officer charged with the safe navigation of the vessel.

Neptune. The mythical god of the sea.

Net Tonnage. The gross tonnage of a vessel less certain deductions, and a rough measure of the capacity of the vessel for cargo or passengers.

Night Order Book. The book on a man-of-war in which the Captain enters his orders for the night's run.

Oakum. A material used for caulking the seams of vessels and made from the loose fibres of old hemp rope.

Ocean Greyhound. A fast merchant steamship.

Off-and-On. Standing towards the land and off again alternately.

Officer-of-the-Deck. The officer in charge of the ship and on deck as the Captain's representative.

Officer-of-the-Watch. The officer in charge of the watch.

Offing. To seaward but in sight of land.

On Soundings. Said of a vessel when the depth of water can be measured by the lead—usually up to about 80 fathoms.

Ordinary (in). A status of a man-of-war in which the vessel is maintained at a Navy Yard with such complement as to enable the preservation of the vessel from deterioration.

Outboard. Towards the sides of the vessel.

Outlying. Objects at a distance from the shore.

Over All. The extreme deck fore-and-aft measurement of a vessel.

Palm and Needle. A seaman's sewing outfit for heavy work.

Parliment Heel. Listed over so as to inspect, clean or repair the vessel's bottom.

Part. To break.

Pass a Line. To reeve and secure a line.

Passenger List. The list containing the names of all passengers embarked.

Pass the Word. To repeat an order or information to the crew.

Pay. To fill the seams of a vessel with pitch.

Pay Out. To slack out on a line made fast on board.

Pay Off. To turn the bow away from the wind; to pay the crew.

Pelorus. A navigational instrument used for taking bearings and consisting of a circular flat metallic ring graduated in degrees and mounted in gimbals on a vertical stand, usually outboard.

Pendant. A length of rope with a block or thimble at the end.

Pier-head Leap. A jump to a dock made by a deserter as soon as a vessel approaches the dock.

Pipe Down. An order to keep quiet; an order dismissing the crew from an evolution.

Pipe the Side. The ceremony at the gangway when the boatswain's pipe is blown when an official comes aboard or leaves a man-of-war.

Pipe to ( ). The boatswain's pipe call to an evolution.

Pitch. A substance obtained from the pine tree and used in paying the seams of a vessel.

Pitch (Propeller). The axial distance a propeller would travel without slip in one revolution.

Play. Freedom of movement.

Pooped. Said of a vessel when a sea breaks over the stern.

Portable. Capable of being carried; an electric light plugged into a light fixture and with a long lead of wire.

Port Captain. The official in charge of a line of steamships at a certain port.

Pratique. A limited quarantine; a permit by the port doctor for an incoming vessel, being clear of contagious disease, to have the liberty of the port.

Pricker. A small marlinespike.

Puddening. A chafing pad of rope yarns or similar material.

Put to Sea. To leave port.

Quarantine. Restricted or prohibited intercourse due to contagious disease.

Quarter Bill. A vessel's station bill showing duties of the crew.

Quarter Master. A petty officer of the bridge force.

Quay. A cargo discharging wharf.

Race. A confusion of the water due to conflicting tides; the momentary speeding up of a propeller due to the blades being clear of the water.

Rack. To pass a seizing binding two ropes together.

Raise. To bring an object on the horizon into clearer view.

Rake. The angle of a vessel's masts from the vertical.

Rakish. Having a rake to the masts; a smart speedy appearance.

Range Alongside. To come close abeam of another vessel.

Registered Tonnage. Same as net tonnage.

Registry. The ship's certificate determining the ownership and nationality of the vessel.

Relieving (Watch, etc.). To take over the duty, as when one watch on deck relieves another.

Ride. To sit on the water.

Roach. The curve of the edge of a sail.

Roadstead. An anchorage usually partially exposed.

Round Down. To overhaul a tackle so that the lower block will come down.

Round In. To haul in.

Round To. To bring a sailing vessel by the wind when sailing free.

Rouse In. To haul in, especially by man-power.

Run Down. To collide with a vessel head on; to sail north or south to a given parallel of latitude; to stand along a coast.

Run Out. To send out, as to run out a towing hawser.

Sag. To sink in the middle; to make leeway.

Salvage. A payment for the rescue of a damaged vessel based on a percentage of her value.

Scale. To climb up; a formation of rust over iron or steel plating.

Scend. Carried forward by the impulse of a wave.

Screw. The propeller.

Scuttle. A small trunk in a vessel's deck; to sink a vessel by boring holes in her bottom.

Sea-boat. A vessel's ability to weather storms; a good sea-boat is a seaworthy vessel.

Seasoned. Protected against the weather by chemical treatment.

Seaway. A place where a moderate or rough sea is running.

Secure. To make fast; safe.

Set the Course. To give the steersman the desired course to be steered.

Set the Watch. Strictly speaking, to divide a ship's company into watches; the order at 8 p.m. on a man-of-war to station the first watch.

Settle. To lower; to sink deeper.

Shape a Course. To ascertain the proper course to be steered to make the desired point or port.

Sheer Off. To bear away.

Sheers. Two spars raised and lashed together at the top to form a support for a tackle for lifting heavy weights.

Ship. To enlist; to send on board cargo; to put in place; to take on board.

Ship Control. Pertaining to the direction for a ship's manoeuvring.

Ship Keeper. A watchman safeguarding a ship in port with no crew on board.

Shipping Articles. The agreement of the ship's officers and the crew with the owners or agents, or, in the Navy, between the Government and the recruit.

Shipshape. Neat, seamanlike.

Shore Up. To prop up.

Shove Off. To leave; an order to the bowman to shove the bow clear preparatory to leaving a dock or a vessel's side.

Show-a-leg. An order to make haste.

Silt. Mud or sediment.

Sing Out. To call out.

Sister Hooks. Two iron flat-sided hooks reversed to one another suspended from a thimble with the flat sides together when in place.

Slack. To ease off; to be slow in tacking; the state of the tide when there is no horizontal motion.

Slew. A river inlet.

Slip. To let go by unshackling, as a cable; the lost motion of the propeller.

Slush. The grease from salt pork or boiled beef, used for making a mast slippery.

Smart. Snappy, seamanlike; a smart ship is an efficient one.

Snub. To check suddenly.

Snug Down. To reduce sail preparatory to a blow.

Spanish Windlass. A wooden revolving roller turned by a marlinespike thrust into turns of rope wound around it.

Speak. To communicate with a vessel in sight.

Spring. To turn a vessel with a line.

Sprung. Damaged by being bent out of shape.

Squilgee. A deck dryer composed of a flat piece of wood shod with rubber, and a handle.

Stagger. Said of a vessel when under so much press of canvas that she does not ride well.

Stand By. A preparatory order.

Staunch. Stiff, seaworthy, able.

Steerageway. Having headway enough so that the vessel will mind her rudder.

Sternboard. Progress astern.

Stern Chase. A chase from directly astern.

Stevedore. A professional cargo stower.

Stiff. Said of a vessel when she stands up well without heeling under her canvas.

Stove. Broken in.

Stow. To put in place.

Stowaway. A person illegally aboard and in hiding.

Supercargo. A merchant vessel's officer charged with managing the ship's business.

Swab. A rope mop.

Swamp. To sink by filling with water.

Sway Aloft. An order to hoist a yard or spar aloft.

Swig Off. To bear off and down with the weight of the body on running gear, so as to set well taut.

Swing Ship. The evolution of swinging a ship's head through several compass points, to adjust the compasses.

Take a Turn. To pass a turn around a belaying pin or cleat and hold on.

Taunt. Said of a vessel having lofty spars.

Taut. With no slack; strict as to discipline.

Tend. To man.

Tender. Crank or heeling unduly; a vessel accompanying a group of vessels for effecting repairs, carrying stores, etc.

Thimble. An iron ring grooved on the outside for a rope grommet.

Thumb Cleat. A small cleat with one horn on a spar, as for the reef-earing on a boom.

Thwartships. At right angles to the fore-and-aft line.

Toggle. A wooden or metal pin slipped into a becket and used for separating and securing gear.

Tonnage. Cargo capacity.

Top. The platform at the top of a mast; to top a boom is to lift up its end.

Top Hamper. The spars and rigging above the decks.

Top Heavy. Too heavy aloft.

Top Sides. Above decks.

Trail. An order given in a small boat fitted with trailing lines to allow the oars to trail over the side.

Trice. To haul up.

Trim. The angle to the horizontal in which a vessel rides; to handle the sheets so as to make the most out of the wind; ship shape.

Trip. To let go; to lift an anchor from the bottom.

Turn To. An order to commence ship's work.

Turn Turtle. To capsize.

Unballast. To discharge a vessel's ballast.

Unbend. To cast adrift or untie.

Under-manned. Insufficient number of crew, short-handed.

Under-run. To haul a boat under a hawser; to raise up the bight of a hose to empty it of water.

Under the Lee. To leeward of the shore or of another vessel.

Undertow. A current off shore in surf.

Underway. Making progress through the water.

Unrig. To take the rigging off a vessel.

Unship. To take apart or to remove from its place.

'Vast. An order to cease.

Wake. A vessel's track; behind.

Wardroom. Commissioned officer's quarters on a man-of-war.

Waste. Cotton yarn used for cleaning purposes.

Watch-and-Watch. Two watches alternating on deck.

Watch Officer. An officer taking his turn as officer-of-the-watch.

Water-borne. Clear of the bottom.

Water-logged. Filled with water but afloat.

Water's Edge. The surface of the water.

Water-tight. Capable of keeping out water.

Weather-eye. To keep a weather-eye is to be on the alert.

Well! An order meaning sufficient.

Whelps. Iron pieces bolted to the wooden barrel of a windlass to prevent the chain from cutting the barrel.

Wide Berth. At a considerable distance.

Wind (a Steamer). To turn a vessel end-for-end, usually by the use of lines.

Windward. Toward the wind.

Work (a Ship). To handle by means of sails or engines and gear.

Work to Windward. Making up against the wind.

Wring. To buckle, to twist out of shape.

Yardarm to Yardarm. Said of square-rigged vessels alongside one another with yardarms touching.

Yaw. To steer wildly or out of the line of the course, as when running with a heavy quartering sea.

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